

ATLANTIC FISHERMAN

JULY, 1946

a Balanced
ROPE
MUST HAVE
ALL FIVE..

ROPE must be flexible! In any use to which you may put rope, a primary reason for its use is—Flexibility! You want it Strong . . . and you want it Waterproof . . . you want it Enduring . . . and you want it to have the Appearance that reflects quality. Yet you choose rope to do the job because you must have Flexibility!

COLUMBIAN *Balanced* Tape-Marked **PURE MANILA ROPE** gives you *all five*! Yet no one quality is sacrificed to obtain others. No one quality is obtained at the cost of others! To make rope that is Flexible, we do not sacrifice Appearance, Strength, Waterproofing, or Endurance. In fact, each of these qualities, in **Columbian Rope**, contributes to Flexibility. Waterproofing, for example, insures that this, the finest rope we can make, will be Flexible—even when wet!

COLUMBIAN ROPE COMPANY
310-80 Genesee St., Auburn, "The Cordage City," N. Y.

Columbian

**TAPE-MARKED
PURE MANILA**

ROPE

Red
White
Blue

Boston Office and Warehouse.

38 Commercial Wharf



Now we haven't got a cure-all. *NO* netting is completely rip-proof. But Gold Medal Netting is made so strong, so rugged that with reasonable care it will come up with more fish and fewer breaks.

Before knitting the netting, we select the cotton, spin the yarn, and twist the twine. Our constant, careful control assures the uniformity, strength, and quality, that have made Gold Medal the first choice of successful fishermen.

Other netting products: AN&T Coy Linen Netting • Knox's Sea Island Gill Netting • Gold Medal Hanging and Mending Twines • Plymouth Rope • A complete line of Netting accessories •



GOLD MEDAL NETTING
... production

GOLD MEDAL NETTING
means controlled production
in our own plants, from the
bale of cotton to the finished
netting. No other netting can
make this statement. This is
your assurance of dependable
quality.



GOLD MEDAL

GOLD MEDAL
The greatest name in netting



Gold Medal Netting

THE AMERICAN NET & TWINE DIVISION

THE LYNN THREAD CO., INC. 400 East 42nd Street, New York 17, N.Y.

MAKERS OF FINE NETTING FOR 104 YEARS



The "PLANET", owned by Nick Tarabochia, Gig Harbor, Washington, has tonnage of 26 tons net, 39 tons gross . . . with speed of 9 knots. Her length: 58 ft., 8 inches. (64 ft. overall); beam: 15 ft. 8 inches; Depth: 6 ft. 7 inches; Wheel: 48 x 38", Powered by a MURPHY DIESEL Marine Engine, Model ME-150, 6 x 6 1/2", 6-cyl., 150 HP.

MORE POWER AT WORK *means* MORE PROFIT TO SHARE!

IF YOU WANT a way to improve the shares for ship, captain and crew . . .

IF YOU WANT power that's dependable, 24 hours a day, in everyday sea-duty, come what may . . .

IF YOU WANT a rugged, compact engine that conserves space in the hold for more cargo . . .

IF YOU WANT low operating costs, minimum maintenance costs, less time out for repairs or overhauling . . .

IF YOU WANT more power, more profit . . . then YOU WANT MURPHY DIESELS! Before you build or convert, see the nearest MURPHY DIESEL dealer, or write for bulletin.

HARTFORD, CONN.: Nicoll-Talcott Corporation
ATLANTIC CITY, N. J.: Edward Fell Jardine
RALEIGH, N. C.: North Carolina Equipment Co.

NORFOLK, VA.: Hampton Roads Tractor & Equip. Co.
FLORIDA: Florida-Georgia Tractor Co., Jacksonville
NEW ORLEANS, LA.: Calmes Engineering Co.

SEA-TESTED *Power..*

MURPHY DIESEL COMPANY

Engines from 90 to 165 H.P. Generator Sets from 60 to 115 K.W.

8321 W. BURNHAM STREET • • • • • MILWAUKEE 14, WISCONSIN

**MURPHY
DIESEL**

At Monterey



7 OUT OF 9



Enterprise Diesel Engine DMG-6

ENTERPRISE

ENGINE AND

18th and FLORIDA STS.

NEW YORK • BOSTON • NEW ORLEANS • CHICAGO • SEATTLE • WASHINGTON, D. C.



FOUNDRY CO.

SAN FRANCISCO, CALIF.

Our Sixtieth Year 1886-1946

High Boats Are Powered by ENTERPRISE DIESELS

Monterey's purse seiners had rough going during the fishing season just closed. That is why the record of ENTERPRISE Diesels in powering *seven out of the top nine* purse seiners* is all the more remarkable. The *first two* boats, Sal Colletto's *U. S. LIBERATOR* and Joe Spadero's *NEW MARRETTIMO*, were among those driven by ENTERPRISE power. Other leaders included: Sal Arancio's *VIVIAN A.*, Pierre Altavilla's *SEA TRAVELER*, John Spadero's *LINA V.* and *LINA V. II*, and Sal Lucido's *J. D. MARTINOLICH*. These owners and their craft join the long list of champions in the maritime and fishing industry who depend on ENTERPRISE Diesels for performance that pays *consistently*. For the same dependability in your application, consult your ENTERPRISE engineer.

* statistics from Monterey Sardine Industries, Inc.

DIESEL ENGINES • PROCESS MACHINERY • OIL BURNERS • HEAVY MACHINERY

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

L. E. HALL, *Managing Editor*



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VOL. XXVII

JULY 1946

NO. 6

Advertising Opportunity Now Open to Fishing Industry

The Annual Convention of the National Fisheries Institute, which was held in Chicago with such great success in April, proved to everyone concerned that the industry can get together to discuss its many and varied problems.

The tremendous problem of maintaining and increasing consumption now faces the industry. It is of primary importance, therefore, to develop new markets in areas such as the Midwest, and to further stimulate consumer interest in regions already acquainted with fishery products. New customers, gained during the war, should not be given a chance to forget the fishery products they have learned to enjoy.

When competitive foods again become plentiful, intensive advertising programs will keep the public ever mindful of the advantages of those foods. A National advertising campaign of equal or greater intensity should be undertaken by the fishing industry.

During the Oyster Convention held in New York in June the need for an advertising campaign was one of the main points stressed by several speakers.

The Fisheries Institute has already developed a program of recorded radio advertising which is available to the industry. Moving picture shorts, magazine advertisements, poster and newspaper advertising, and the institution of a National Fish Week are means of further publicizing the desirable qualities of fishery products. In conjunction with such an organized advertising campaign, each State in which fish is produced should be urged to advertise its own particular fishery products. The country at large must be made "fish conscious".

Along with all this advertising, consumer education is a most necessary adjunct. The facts about nutrition, ease of preparation, number of varieties and tastiness should be explained and brought home to the housewife. This can be done through the above mentioned media as well as by public demonstrations by dietitians, free literature and books of practical recipes.

To do all this with any degree of success will require the full cooperation of the producers. The one thing, above all, that can not be disregarded is that the public must be offered a product of the finest quality.

To undertake an intensive program similar to the one suggested would require a large operating fund which would have to be provided by the industry. An adequate fund could be raised through an assessment of industry members based on a certain percentage of sales, under a system similar to that which governs the amount of dues in the National Institute. Then by fixing the proper percentage necessary to raise the required fund each member would contribute to the program according to the proportion of his own business.

Now is the time to start advertising. The increased demand for foods in general, together with the war-born shortages of many food items have automatically stimulated sales of fish and shellfish. Let's capitalize on this advantageous situation by organizing an industry-wide promotional program that will insure continued expansion of demand for our products.

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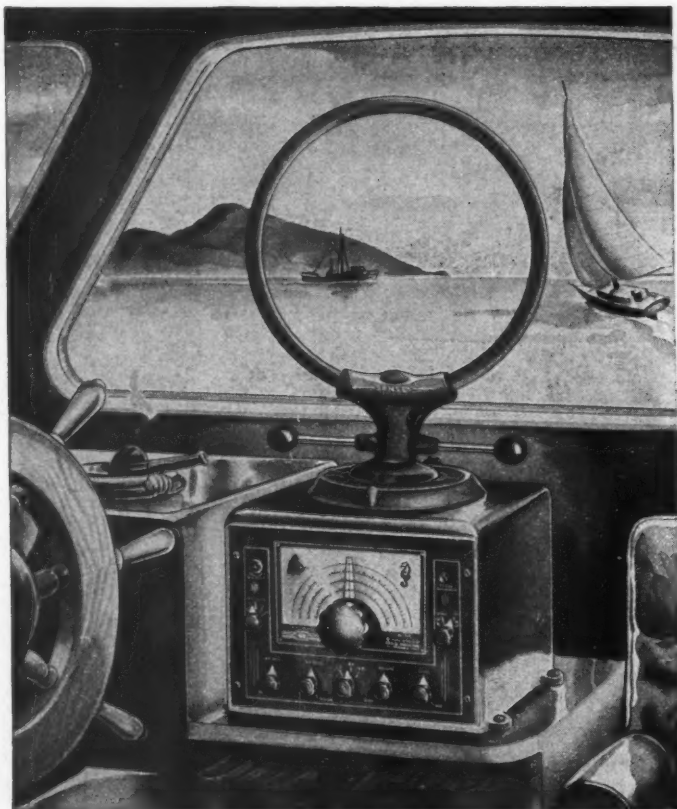
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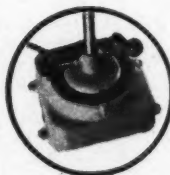


KAAR D-24 Direction Finder

A KAAR direction finder is one of the most useful pieces of equipment you can have on your boat. It enables you to fix your true position, regardless of visibility, by taking bearings on radiobeacon, standard broadcast, or other shore stations. Fishermen depend on the D-24 to determine the shortest course to vessels reporting schools of fish by radiotelephone, and thus arrive in time to share in the catch. You can use it as a homing device, steering a true course by ear alone. It brings in even the hard-to-get stations on three bands from 130 Kc. to 5600 Kc. D-24 has many special features, including a tuning eye and a null control for extremely accurate bearings. For complete details write for free bulletin 22-45A.

Remote Loop Model

Where space is at a premium, use the KAAR D-24R with remote loop. Non-magnetic housing (inset) is placed near the wheel and loop is installed above the wheelhouse. Direction finder cabinet may be mounted wherever desired.

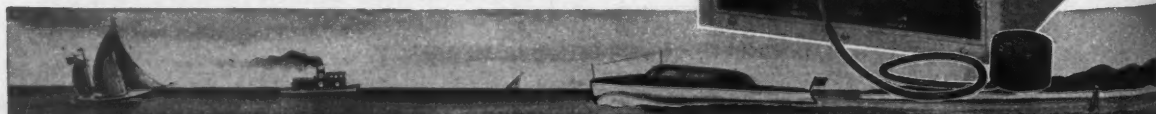


KAAR 20, 50 and 100 Watt Marine Radiotelephones

The instant-heating KAAR marine transmitter is famed for its ease on the batteries. Standby current is zero, yet there is no delay when sending your message. Since the drain is so low, your standard ignition battery and generator need not be altered. The Series 19 (20 watts), Series 46 (50 watts) and Series 96 (100 watts) KAAR transmitters are available in one or five channel models for operation on frequencies from 1600 Kc. to 6000 Kc. Companion marine receivers which can be mounted above, below or on either side of the transmitter are offered in three improved models. We will be glad to send illustrated literature and the name of your nearest distributor.

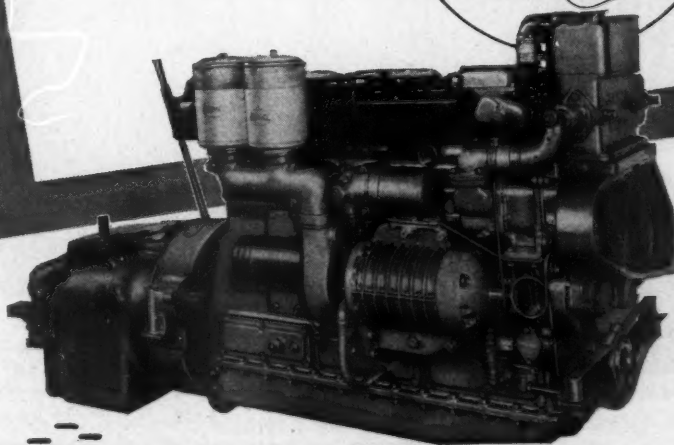
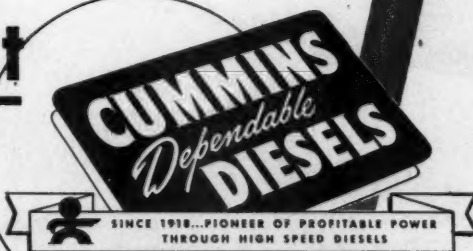
KAAR ENGINEERING COMPANY PALO ALTO • CALIFORNIA

Export Agents: FRAZAR & HANSEN, 301 Clay Street, San Francisco, Calif.



Mariners trust KAAR radiotelephones and direction finders

Value
ahead of volume
assures
the finest



CUMMINS ENGINE COMPANY, INC., COLUMBUS, INDIANA
SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. 7 Wethersfield Avenue, Hartford 6, Connecticut (Branches: Cambridge, Gloucester, Mass.)
 CUMMINS DIESEL ENGINES, INC. 209-13 North 22nd St., Philadelphia 3, Pa. (Branch: Baltimore, Md.)
 CUMMINS DIESEL SALES AND SERVICE OF NORTH CAROLINA 2322 English St., High Point, North Carolina
 EDWARD PARKINSON 232 Avenue Alcazar, Coral Gables 34, Florida
 CUMMINS DIESEL SALES OF JACKSONVILLE, INC. 217 W. Union St., Jacksonville 1, Florida
 CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. 1030-1044 Leggett Ave., New York 55, New York

This **ENTERPRISE** continuous screw press is designed for *Versatility!*



Fish Reduction!

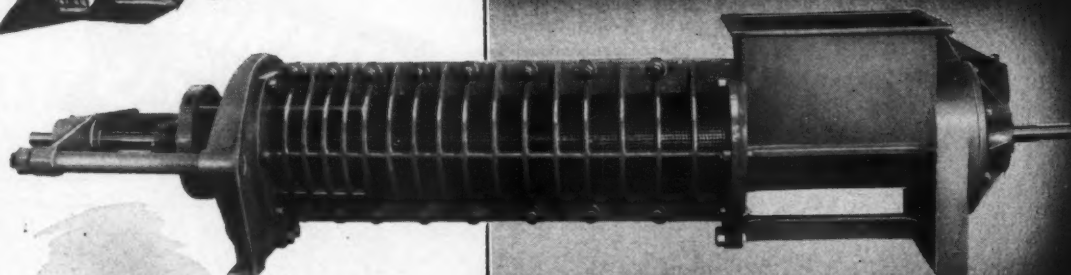
Citrus Meals!



Waste Conversion!



Vegetable Juices!



ARE good performance and durability essential in the Continuous Screw Press your processing plant uses? If they are, you'll find an ENTERPRISE Press to do your job thoroughly at a capacity of one ton, eight tons or fifteen tons per hour, with a nine-to-one volume reduction from hopper to discharge. If your requirements also include versatility in a Continuous Screw Press, you'll be interested in ENTERPRISE applications in fish reduction plants, citrus meal plants, vegetable waste conversion plants, vegetable juice extraction, and general dewatering processes. Press cakes average 45% to 55% moisture, depending on the application.

ENTERPRISE Continuous Low Pressure Press

Our 60th Year 1886-1946

PROCESS MACHINERY DIVISION OF
ENTERPRISE
ENGINE AND FOUNDRY CO.
SAN FRANCISCO 10, CALIFORNIA
OFFICES IN PRINCIPAL CITIES

Three ENTERPRISE Models

	PF-7	PF-14	PF-24
Syncrogear Motor	5 HP	15 HP	20 HP
Press-Screw RPM	11.5	11.5	11.5
Weight	2500 lbs.	6,000 lbs.	12,000 lbs.
Approx. Dimensions	18x24x7'	36x48x13'	48x54x16'
Capacity (tons per hr.)	1	8	15

REPOWERED WITH WOLVERINE DIESELS

at the Wolverine Factory Wharf by Engine Experts

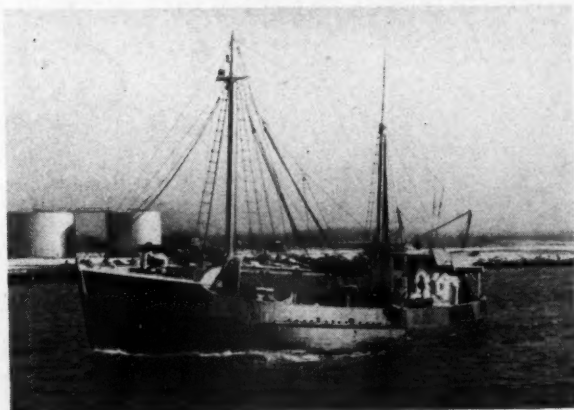
*Two Boats, both in the Fishing Industry,
but doing a totally different
type of work*

The "Emily Mansfield", an oyster boat owned by F. Mansfield and Sons Co., of New Haven, Connecticut, requires an engine which will furnish full power and speed to and from the beds, but while fishing, must operate smoothly at slow speeds and light loads over long periods.

The "Kingfisher", a dragger owned by Dr. Joseph P. Ponte, Jr., of New Bedford, Mass., must have an engine which has the stamina to withstand the heavy load imposed by towing for fish hours on end, as well as the ability to furnish full power and speed, for long periods in all kinds of weather, to and from the fishing banks.

Both rely on WOLVERINE DIESEL ENGINES for dependable power, trouble-free operation, low upkeep and the ability to "take it". Both engines were installed in their respective boats at the WOLVERINE MOTOR WORKS WHARF in Bridgeport, Connecticut. Both boat owners derived the advantages of a Factory supervised installation by Factory experts, with the added benefits of the Manufacturing Plant a short "steaming" distance from their home ports.

Regardless of the type of Fishing Business you are in, a WOLVERINE DIESEL ENGINE offers the same advantages to boat owners and fishermen alike.



Dragger "Kingfisher"

75' x 18' x 10½' Draft. Engine—6 Cylinder, 9¼" x 14", 230 H.P. at 400 RPM. Propeller—56" x 36".



Oyster Boat "Emily Mansfield"

82' x 20' x 4½' Draft. Engine—4 Cylinder, 8¾" x 13", 140 H.P. at 400 RPM. Propeller—52" x 30", 4 blade type.

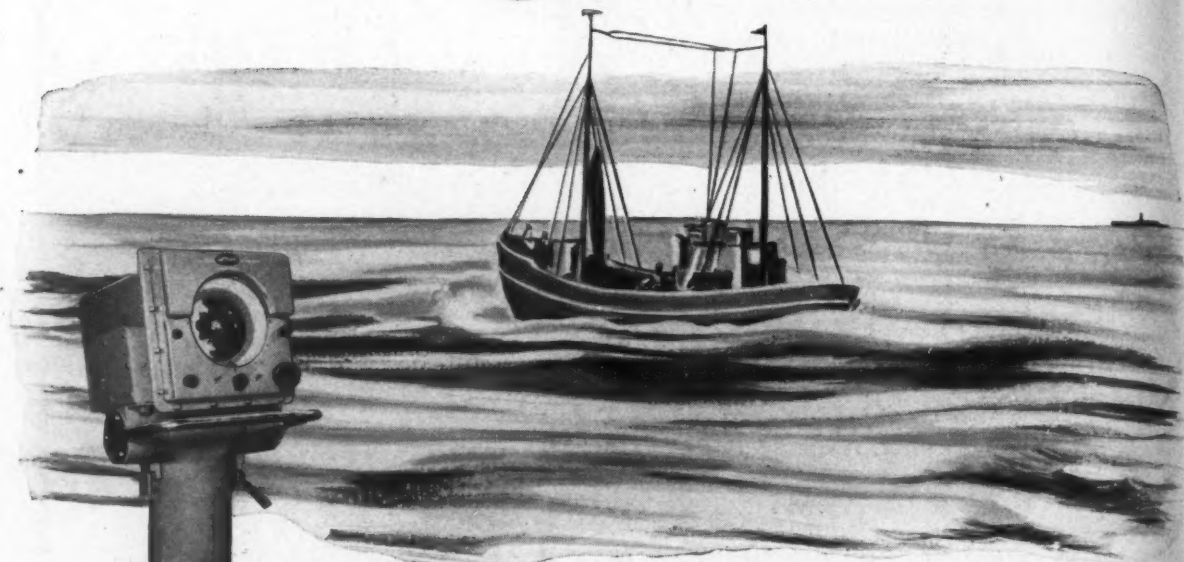
When building a new boat, or repowering an old boat, write WOLVERINE, or visit our Factory in Bridgeport and see heavy duty, dependable DIESEL POWER in the making.

WOLVERINE MOTOR WORKS INC.

Factory and Offices: Foot of Union Ave., Bridgeport, Conn. Tel. 4-6011

PIONEER ENGINE BUILDERS FOR OVER 50 YEARS

Get there fast...
Stay on fish...
Get home fast...



with the **"MARINERS PATHFINDER"**

RAYTHEON'S radar for fishermen! The Indicator can be mounted on the bridge—on deck, bulkhead or overhead. The head can be tilted vertically through 45°... adjustable for comfort and convenience!

YOU FISHING CAPTAINS have a great new tool to work with—radar. Some of you—those who must contend with frequent fog—will find it's a tool that will become virtually indispensable. But there are other reasons why you'll need it!

You can "find the fleet" in the thickest weather. You can stay on fish longer... with the "Mariners Pathfinder" to help you get home fast. You can make landfalls at distances up to 30 or even 50 miles—and you can pick up channel markers or harbor buoys from 100 yards to several miles away. You can get reliable ranges and bearings on landmarks and navigational aids, *no matter how dark the night nor how foul the weather*, to help

you lay the shortest courses outbound and homebound.

When you choose radar, remember that Raytheon is the name that means most in ship-borne, surface-search radar. Raytheon's new "Mariners Pathfinder" is a perfected commercial design based on the vital Navy gear, the SG and SO, all of which was made by Raytheon.

True or relative bearings are read direct from the 'scope... and controls are so simple that all deck personnel can quickly "check out" and operate the gear reliably.

Find out how the "Mariners Pathfinder" can help you bring home more fish. Write or wire to Marine Department, 112 Willow Street, Waltham 54, Massachusetts.



Excellence in Electronics

RAYTHEON MANUFACTURING COMPANY

Marine Department, Waltham 54, Mass.

***SOLD* ON REPUTATION— *RESOLD* ON PERFORMANCE**

Tom Steed of Steeds Fish Co., Lake Charles, Louisiana, bought a "Caterpillar" Diesel Marine Engine for his new shrimp boat because it had a good reputation among local fishermen.

Now that he's had a sample of "Caterpillar" Diesel performance he has placed an order for two more of these husky engines.

That story has been repeated many times in fishing fleets all along the coast. Owners of "Caterpillar" Diesels pass the word: "Here's an engine that gets you there and brings you back, and never lets you down. Plenty of speed. Steady, dependable power. Extra long life. And sound, efficient dealer service. You can't beat it for over-all economy."

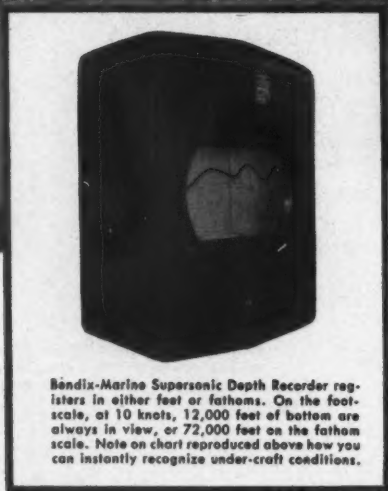
CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

The 65-foot shrimp boat *John R. Steed II*, powered by a 135-hp. "Caterpillar" Diesel Marine Engine, carries 29 net tons and makes 12 knots with full cargo.



CATERPILLAR DIESEL

Marine Engines



Bendix-Marine Supersonic Depth Recorder registers in either feet or fathoms. On the foot-scale, at 10 knots, 12,000 feet of bottom are always in view, or 72,000 feet on the fathom scale. Note on chart reproduced above how you can instantly recognize under-craft conditions.



Bendix-Marine instruments and controls are now exclusively manufactured and sold by the Marine Department of Bendix Pacific Division. Look for the same high standard of creative engineering and manufacturing that has always been associated with Bendix Aviation Corporation products.

DEPTH RECORDER

RECORDS DEPTH OF THE BOTTOM

RECORDS DEPTH OF THE BOTTOM

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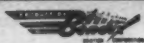
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MARINE DEPARTMENT **Pacific Division** Bendix Aviation Corporation 7551 MELROSE AVE. HOLLYWOOD 46, CALIF.



The Sounding-Lead

By Fred Lardner
Washington Correspondent

EDUCATIONAL FUND—Largely as the result of efforts of the National Fisheries Institute, Rep. S. O. Bland, chairman of the House Merchant Marine and Fisheries Committee, and Interior Department officials, the Fish & Wildlife Service finally has obtained \$25,000 for educational work to promote the fisheries. Congress passed legislation several years ago which provided an annual fund for the Department of Agriculture, to be collected from customs receipts on imports of certain agricultural and fishery products, with the provision that \$75,000 a year be turned over to the Fish & Wildlife Service for educational work. However, the Bureau of the Budget never before has approved the transfer of funds.

Since a large part of the fiscal year was over when the transfer of funds was agreed upon, only \$25,000 was obtained. The new fiscal year started on July 1, and a second request, this time for the full \$75,000, has been made.

FAO FISH HEAD—The appointment of Dr. D. B. Finn of Canada as Director of the Fisheries Division of FAO was announced recently by Sir John Boyd Orr, Director-General of FAO. Dr. Finn will resign the post of Deputy Minister of Canada's Department of Fisheries, which he has held since 1940, to accept the new position.

As head of the Fisheries Division, Dr. Finn will undertake the task of building up and operating the first intergovernmental fisheries organization with such a wide scope in function and membership. Forty-two nations are now members of FAO. The Fisheries Division will be concerned with both the consumption and production of fish on a world scale. Its aim will be to expand markets, improve the economic condition of producers, and serve the industry in a technical advisory capacity.

The Division's first undertaking will be to survey world production and consumption as the basis for recommendations to be made at the next FAO conference in Copenhagen on September 2.

F&WS APPROPRIATIONS—The Fish & Wildlife Service will fare moderately well during 1947, judging from the following appropriations recently approved by the House-Senate conferees: \$1,413,350 for propagation of food fishes; \$724,440 for investigations of food fishes, including \$5,000 for a survey of pollution in Narragansett Bay; \$360,000 for commercial fisheries; and \$125,000 for the Market News Service.

NFI COMMITTEE MEETING—A meeting of the executive committee of the National Fisheries Institute was held at New York City on June 12. The committee authorized President J. Lawrence Alphen to appoint the following committees: public relations and promotion, ethics, traffic and quality.

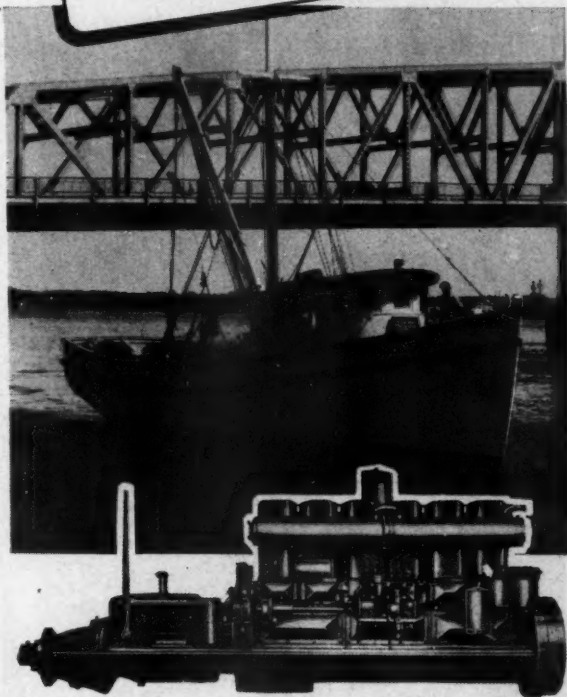
The committee also decided to hold meetings at each of the following cities during the coming year: Gloucester, Mass., late in July; Virginia Beach, Va., early September; Seattle, Wash., mid-October; San Francisco, Calif., mid-October; Washington, D. C., early December; New Orleans, La., early February; Kansas City, Mo., mid-March; and New York, N. Y., mid-April.

SCHOOL LUNCHES—Representatives of the Agriculture Department, the Fish & Wildlife Service and the National Fisheries Institute attended a meeting held in the Agriculture Department's Fish Products Division on June 5 to lay the groundwork for full participation by the fishing industry in the school lunch program.

It was pointed out that the latest cookbook prepared by the Department of Agriculture, which plans to encourage the use of fish in school lunches at least once a week, has 75 recipes recommended for school lunches. Two are fish recipes, both salmon. Rather than wait for preparation of a fishery cookbook, the Interior and Agriculture Departments agreed that it would be more advantageous to get out single sheet recipes and mail them to schools participating in the program.

With canned fish in scarce supply, more emphasis will be

Worth Its Weight in Gold

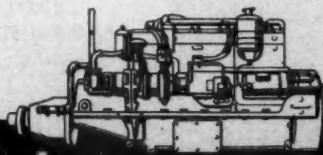


Shown above is a modern trawler powered with Type D-80 Lathrop diesel engines.

Lathrop marine engines are famous for reliability. These engines "can take it"; they'll take you there and get you back in the worst storms—under the most difficult conditions.

That's why they have found such wide preference among the most discriminating buyers of marine engines, the men who man the fishing fleets . . . who owe their lives to the performance of their engines.

For almost fifty years the Lathrop Engine Co. has been building marine engines and their equipment . . . replacement parts are cheap and easy to obtain. For further information write for Catalogue No. G-34 on Lathrop Gasoline Marine Engines or Bulletin D-45 on Lathrop Diesel Marine Engines.



Lathrop ENGINE CO.
HUSKIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES



More POWER to YOU with **"MICHIGAN"** *Propellers*

More POWER because the superb accuracy of the MICHIGAN "MACHINED-PITCH" method of manufacture assures absolutely equal (balanced) thrust of all the blades of the propeller. Every last fraction of your power is delivered against the water in action that's as smooth as silk — not one bit of it wasted in vibration.

Everywhere the name MICHIGAN has become the symbol of the finest propellers made. If you are interested in better, smoother performance, more speed and longer propeller life,* too, equip your boat with a MICHIGAN propeller. Inboard models in diameters up to 44". Outboard line is the most complete in existence. Catalog of either line and name of nearest MICHIGAN DEALER on request.

*All standard MICHIGAN propellers are made of "MICHALLOY," a special alloy which is far more resistant to corrosion than ordinary bronze.



EXPERT RECONDITIONING

of propellers of all makes and types is guaranteed by our nationwide service stations. Write for address of nearest one.

MICHIGAN WHEEL COMPANY · Grand Rapids 3, Michigan

placed on fresh and frozen fish. Dealers will keep schools informed as to prices for fish in good supply, with stress on the lower priced species.

The National Fisheries Institute plans to have continued meetings with the Home Economics Division of the Agriculture Department and the Fish & Wildlife Service in an attempt to have several home economists assigned specifically to fishery products.

SUGAR ALLOTMENTS—Under a new ruling by OPA, if in the preceding allotment period a fisherman had received at least two refreshments per day (coffee or mug-ups in addition to regular meals) he can now obtain .015 lbs. of sugar per refreshment, not to exceed two refreshments per day. This will mean a total increase in the allotment per man per day of as much as .03 lbs., or .9 of a pound per month, on the basis of 30 days in a month. Fishermen may obtain this additional allotment upon request to their local ration board.

NAVIGATION CHARTS—The Coast and Geodetic Survey plans a series of new and more extensive charts of the Chesapeake Bay and other areas along the middle and northern Atlantic Coast. Much of the topographical data for the charts was obtained during the war. The first of the new series will cover the area from Sandy Point, above Annapolis on the north, to Holland Point, in the vicinity of Fairhaven, on the south. It will include an area of about 25 miles from east to west and 18 miles from north to south.

This and other charts in the new series will cover the full length and width of Chesapeake Bay to Pocomoke Sound. One chart of the new series will cover the Choptank River from its mouth to Cambridge and beyond the head of tidewater.

FREIGHT RATES—A study of freight rates will be undertaken soon by the newly formed traffic committee of the National Fisheries Institute. NFI will try to secure more equitable rates on rail, truck and air transportation for the industry. Recent action by the Interstate Commerce Commission authorizes the railroads to increase freight rates six percent on basic commodities except products of agriculture, heavy products of the mines, and certain other products, which will take a three percent increase.

However, this is not the end of freight rate increases. The railroad case, Ex Parte 162, is being further considered to see how much more of the railroads' request for a 25 percent increase can be granted. Truck and water carrier rates also are expected to rise.

IMPORT SITUATION—It is encouraging to note that Government departments and committees are studying the fish import situation, but no open and positive action had been taken by the early part of July. The determining factor in the problem probably will prove to be the attitude of Government authorities toward the industry and fish as a commodity in foreign trade. Estimates indicate that 1946 imports may reach 135,000,000 lbs. The import threat comes not only from Canada, Newfoundland and Iceland, but also from European countries, Russia, the West Indies, and South America.

It is reported that Norway, Denmark and the Netherlands have sent samples of fish to this country. The details of the trade agreement between Iceland and Russia are not generally known, but some reports state that Russia wants only 10 million lbs. of Iceland fish. France wants 5 million lbs. Probable 1946 Iceland production is 1 billion lbs.; thus the import threat from that country remains great.

The fillet import situation was discussed at a recent Washington meeting of the American Bar Association Committee on Fisheries, Territorial Waters and the Exploitation of the Sea. Willard Cowles of New York presided as chairman.

Another body attempting to solve the problem is the Fish Study Committee, an informal gathering of authorities from the State and Commerce Departments, the Tariff Commission and the Fish & Wildlife Service.

The policy-determining organization concerning import quotas in the State Department is the Division of Commercial Policy. The fish adviser for this Division is the Fisheries and Wildlife Branch of the Division of International Resources.

The report of the Committee on Reciprocity Information, which originates suggestions and recommendations regarding changes in reciprocal trade agreements, had not been issued by



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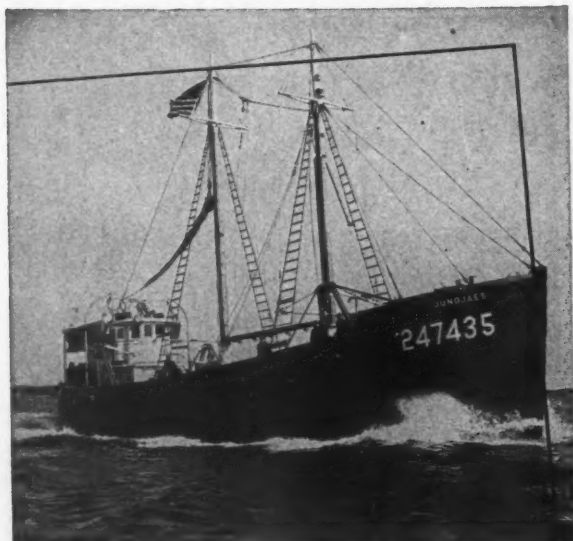
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early July. Officials say the report will go to the Trade Agreements Committee, another organization figuring in the situation.

The Commerce Department deals with fish under the Fish and Oils Section of the Foodstuffs Branch, Division of Foreign and Domestic Commerce. The Department probably will receive sufficient funds for the year to enable it to expand the market for fish on its own initiative. It is making a broad study of the industry and trade prospects.

The Fish & Wildlife Service and the Agriculture Department also are concerned with imports. There has been nothing further on the possible transfer of the Fish & Wildlife Service to the Agriculture Department, but some authorities maintain that if such a transfer was made the Agriculture Department would take a firm stand against unlimited imports.

Interested members of Congress have agreed to let the Government agencies involved endeavor to work out a solution of the problem. If a satisfactory solution is not forthcoming in the near future, they intend to correct the situation with legislation.

MINIMUM WAGE BILL—The Labor Committee of the House of Representatives recently voted to accept the Norton Amendment to the Fair Labor Standards Act. The Amendment provides for a straight minimum wage of 65c an hour, and retains all the exemptions in the present Fair Labor Standards Act, including the exemption for the fishing industry.

STORAGE HOLDINGS—Holdings of frozen fish and shellfish in freezers and cold storage establishments throughout the nation totalled approximately 85 million lbs. on June 1, an increase of 10 million lbs. since the first of May, according to the Fish & Wildlife Service.

Officials of the Service pointed out that an upward trend in holdings of frozen fishery products normally sets in during the month of May. However, present holdings are 32 million lbs. above the average for this season of the year, and are more than double inventories of June 1, 1945.

Compared with last year, especially large increases were recorded in holdings of frozen groundfish fillets, such as cod and haddock. Holdings of cod fillets increased from 1.8 million lbs. on June 1, 1945 to 7.0 million lbs. this year; haddock fillets from 0.9 million lbs. last year to 2.3 million lbs. this year; flounder fillets from 0.4 million lbs. to 1.8 million lbs.; and rosefish fillets from 1.8 million lbs. to 2.9 million lbs.

The June 1 inventory included 65.7 million lbs. of salt water fish, 7.8 million lbs. of fresh water species, and 11.5 million lbs. of shellfish.



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Monhegan Island, A Plymouth of the Seas

By Walt Wandell

ATLANTIC fisheries today are sharing some of the war-born improvements which promise a new era for America economically; but, as the nation generally has found, a time for going forward is also a time for summing up, and a full evaluation of heritage and background is part of the pride which makes proficient craft.

Consequently, America today is in a mood for story telling. It is looking back among its roots in many fields to shape a fuller romance around the nation's growth; and, in this connection, the Atlantic fisheries have a rich chapter to contribute.

While watching the advance of radar as a fisherman's aid, for instance, how many recall the original elements of pathfinding which made the fisheries the stepping stones to the New World? How many are aware that the fisheries, in fact, were more truly the cradle of a new civilization than any land-born industry?

Likewise, how many know that the American fisheries themselves had a distinct cradle and a starting point, and that this is not Gloucester, Boston, New Bedford, Nantucket, or any of the more romantic places, but a small island off the coast of Maine?

None of these facts is new, of course, but a reevaluation on the eve of new frontiers provides an interesting basis for the future. It also provides a story-within-a-story which establishes Monhegan Island, 18 miles off Rockland, as a sort of Plymouth of the sea because of a fishing heritage which goes back nearly three and a half centuries—back before Plymouth itself, in fact.

Conventional history is not too specific on these details. It makes much of the first planting of the corn at Plymouth, but for decades before that the fisheries were already in operation and were the succor, in more than one instance, of pioneer America. History also attaches great significance to the 1620 date which marked the landing of the Pilgrims, but, for an earlier gauge of pioneering on the sea, consider an entry in the log of Capt. John Smith in 1614, which says that between the last of April and the eighth of July of that year English fishermen of the crew "made fortie thousand of dry fish" off the shores of Monhegan.

Before that fishermen of the west of England, Normandy, Brittany, and Portugal had fished the banks off Newfoundland for a century or more, but how far to the westward they ventured is not known. Gosnold, in the narrative of his voyage in 1602, established traces of what is believed to have been earlier fishing operations as far as "Savage Rock", later identified as Cape Neddock, on the southerly coast of Maine; while records of a similar voyage in 1603 by Martin Pring make reference to the early wealth of fish as follows:

"And as the land is full of Gods good blessings, so is the sea replenished with great abundance of excellent fish, as Cods sufficient to lade many ships . . ."

In the same vein, James Rosier, narrator for the expedition of Capt. George Waymouth, which landed at Monhegan in 1605, remarks about "the great plenty of fish which we found afterward wheresoever we went upon the coast" and predicts a "more profitable return from hence than from Newfoundland, the fish being so much greater, better fed, and abundant with traine . . ." Later dates record trips to the Maine coast for "fishing and trading" in 1610, and in 1613, when Capt. Samuel Argall came to the coast for fish and coupled this mission with destruc-



A section of the fishermen's harbor at Monhegan Island, Me.

Damariscove and Pemaquid were rival stations in a fishing area described by Capt. Smith as "within a square of two or three leagues"; but the island was the logical center of the industry.

Why this was so was described by Charles Francis Jenney in a historical monograph, published in 1927.

"Let us pause for a moment," he wrote, "to consider why this rocky island became the center of the great fishing industry and the rendezvous of fishermen from London and the west of England. The reasons are not hard to discover. The island was so far to sea as to be, as now, in the midst of the fishing ground. . . . a good fishing place . . . (was) a great advantage . . . where the boats may goe quickly in and out to sea at all times of the tide, and well stoad with fish near at hand, and convenient places to make it and build stages in." Its position made it safe from any sudden attack by the Indians, perhaps not a great danger. The striking appearance of the island made it a good landmark, and it had become well known to all who resorted to the coast."

The same work also pictured the fishing industry generally as the "cornerstone of early colonial prosperity" and pointed to Thomas Morton's statement that the cod "is a commodity better than the golden mines of the Spanish Isles." In England this was translated into shares of 14 pounds per (common) man for the New England fisheries as compared with six or seven pounds for Newfoundland, while for the struggling first settlements it meant more than that: it meant life blood, for in 1622 both the Plymouth and the Weymouth colonies of Massachusetts had recourse to Monhegan fishermen for survival.

Among those who went to Monhegan for supplies was the celebrated Miles Standish, while the early contribution of men of the sea to growth of the land is illustrated by a statement by Winslow describing how fishermen "supplied our necessities, for which they sorrowed, provoking one another to the utmost of their abilities."

Monhegan also contributed indirectly to the Plymouth colony through the incident of the Indian, Samoset, who appeared in 1621 and was able to help the settlers as a result of English he had learned from fishermen frequenting the island and vicinity.

Meanwhile, the fishing industry had grown. After the opening chronicle in 1614, Capt. Smith reported "four good shippes" in the Monhegan area in 1615, and of this number one vessel of 300 tons was freighted with fish for the Spanish market, but failed to reach that destination because of capture by the Turks. Ships continued in regular sequence after that and in 1620 there were "six or seven sayle from the west Countrey onely to fish." Capt. Smith recorded the success of 80 ships in the eight years up to 1622, while Sabine reported that a total of 400 fishing vessels was employed along the entire coast before controversy de-

(Continued on page 46)

Fishing Industry Law Suits Reviewed

By Leo T. Parker, Attorney-at-Law

RECENTLY the higher courts decided many outstanding law suits of special interest to fishermen. Obviously no one person can absorb "all" legal knowledge. However, "short cuts" to legal knowledge are practical by reading these new law suits.

Readers who desire to read details of any particular outstanding case may refer to the citation and read the complete decision in any good library.

Fishing Equipment is Taxable

According to a late higher court decision the term, "production" is a transformation of raw material into a change in form for use. Therefore, the catching of fish, oysters, etc. is not, from a legal standpoint, the "production" of fish.

For illustration, in *Kishman Fish Company v. Glander*, 17 Ohio Supp. 44, reported March, 1946, it was shown that a state law provides that no "sales" tax shall be collected on merchandise used for "production" of personal property.

The Tax Commissioner made a sales and use tax assessment against the Kishman Fish Company on nets, and other fishing equipment which it uses in catching of fish. The fish company appealed to the higher court.

The sole question, therefore, presented the court was whether the sales to the Kishman Fish Company and use by it of items used in the actual catching of fish constituted sales and use of property used directly in the "production of personal property" for sale by processing. The higher court held in negative, saying:

"The Board, therefore, finds that property to be used in the catching of fish is not used directly in the production of fish for sale by processing, and that the sale or use thereof constitutes a retail sale, and therefore, is taxable."

Undersize Fish

According to a late and leading higher court decision a State law is valid which requires commercial fishermen to return undersized fish to the water. In other words, the right of persons to purchase commercial fish for resale is not an absolute right, but a mere privilege which the State may grant or withhold at its pleasure.

For illustration, in *Fugett v. State*, 188 S.W. (2d) 641, reported October, 1945, it was disclosed that a State passed a law which requires any person fishing for commercial purposes in the waters of the State to immediately and carefully return to the waters any fish less than 16 inches in length.

A licensed commercial fisherman was found in possession of a fish less than 16 inches in length. He was convicted for violating this law. He appealed to the higher court on the contention that since noncommercial fishermen may catch and consume such fish, the privilege of doing so may not be denied to him simply because he has obtained license to fish for commercial purposes.

It is important to know that the higher court refused to agree, and upheld conviction of the commercial fisherman. This court said:

"The appellant as a dealer in commercial fish is engaged in a business which is peculiarly within the control of the state under its police power . . . We cannot say that requiring commercial fishermen to throw back into the water small fish caught by them is arbitrary—even though the effect of this is to deny to commercial fishermen the right to catch such fish for their own use."

Also, see Supreme Court of Louisiana in the case of *State v. Monteleone*, 171 La. 437, 131 So. 291, 292. In that case it was contended that the statute requiring a dealer in commercial fish to obtain license from the state was unconstitutional. In sustaining the constitutionality of the law the court said:

"The fish referred to in the statute are owned by the state in its sovereign capacity for the common benefit of all the people. This ownership is recognized and established both by the title and the provisions of the act."

And again see *Tuttle v. Wood*, 35 S.W. (2d) 1061, where the higher court held that a state legislature may separate the rights of those engaged in the wholesale business of taking and

marketing fish of public waters, from the rights of the individual members of the public. This court said:

"The rights of the general public are paramount to the rights of those who would commercialize those resources for profit."

Trade-mark Law

No company may register in the United States Patent Office a trade-mark on packed goods likely to confuse the buying public.

For illustration, in *Waldport Seafood Company, Inc. v. Coe*, 60 Fed. Supp. 990, reported September, 1945, it was shown that the Waldport Seafood Company applied for registration of a trade-mark "Pacific Spray" for canned crab meat. The Ilwaco Oyster Company objected to such registration because it has a trade-mark "Northern Spray" applied to canned oysters.

The higher court held that the Waldport Seafood Company could not legally register its trade-mark because canned crab meat and canned oysters are goods of the same descriptive properties.

This court said:

"In my opinion the mark 'Pacific Spray' so nearly resembles the mark 'Northern Spray' that its use would likely deceive purchasers or cause confusion, or perhaps more accurately stated, further confusion, in the canned foods trade."

On the other hand, it must be realized that identical trade-marks may be registered on merchandise of different classifications as the courts hold that, under these circumstances, the buying public will not be confused.

Natural Right

It is not unusual for court to speak of both the right of navigation and the right of fishery as "natural" rights. Some courts declare that a fishery is a "natural right", and that the state holds its tidal waters in trust for both navigation and fishery.

An important point of the law is that the common rights in a "public fishery" are at all times subject to the state Legislature which may deprive the public of the right.

For illustration, in a late case, 164 S. E. 689, it was disclosed that a state law was passed which authorized a city to issue a bond for making improvements in its sewage disposal system.

Large areas of the bottoms are suitable for planting and propagating oysters and other shellfish, and some of the bottoms come within the definition of "natural oyster beds, rocks and shoals". Much of the oyster planting ground is now, and has been for a long time, leased by the state to private persons. Food fish are also found and may be taken in commercial quantities in these waters.

The raw sewage discharged by the city has seriously polluted all the waters in the vicinity of the city. So great is the pollution caused by this sewage that the health authorities of the state and of the United States have declared the waters of the polluted area unfit for the propagation and taking of shellfish. Therefore, the value of these waters for purposes of fishing of all kinds has been practically destroyed.

It was contended that by discharging this raw untreated sewage into these waters, the city has created and is maintaining a general public nuisance and suit was filed to prevent the city from discharging raw and untreated sewage into the waters.

However, in view of the above mentioned state law the higher court held that the city had a legal right to discharge untreated sewage into the waters, saying:

"This law clearly recognizes the right of the city to continue to discharge its sewage and in so doing to do either of two things (1) Construct a sewer line that will discharge into the waters proper, or (2) erect a sewage disposal plant to treat the sewage before discharging it into a creek to flow thence into the waters. Our conclusion is that the General Assembly has the power to authorize, permit, or suffer sewage to be discharged . . . and to subject the discharge of sewage into these waters to no restrictions relative to its injury to fishery therein."

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Part of the Portuguese-American fishing fleet tied up at State Fish Pier, Gloucester, Mass., for blessing ceremonies.

Gloucester Vessels Receive Blessing

CONTINUING an Old World custom which he established in Gloucester last year, Archbishop Richard J. Cushing of Boston blessed 32 vessels of the Portuguese-American fishing fleet on June 23, before an estimated audience of 5,000 people. The celebration began on June 22 at the Church of Our Lady of Good Voyage, when the statue of Our Lady of Good Voyage was carried from the church to an altar on the lawn by the retired skippers. That evening the local skippers entertained out-of-town skippers in the D.E.S. Hall.

On June 23 a procession including more than 100 fishermen accompanied Archbishop Cushing to the State Fish Pier, where he formally blessed the fleet. Following the blessing the Archbishop delivered an address in praise of Gloucester fishermen, after which more than 1,000 of those who took part in the ceremony attended a lobster banquet in the State Armory. Speakers included Governor Maurice J. Tobin, Congressman George J. Bates, Vasco Antunes Villela, consul of Portugal in New Bedford, and Mayor Weston U. Friend of Gloucester.

The draggers which received the blessing included the following: *Theresa M. Boudreau, Emily Brown, Catherine L. Brown, Puritan, Edith & Lilian, Baby Paul, Lady of Good Voyage, Alvan T. Fuller, Edith L. Boudreau, Tina B., Olivia Brown, Manuel P. Domingos, Babe Sears, Joseph S. Mattos, Balila, Evelina M. Goulart, Sea Hawk, Pilgrim, Raymonde, St. Teresa, Jorgina Silveira, Marion & Alice, Rosemarie V., Ruth & Margaret, Gov. Al Smith, Thomas J. Carroll, Olga C., Mellena II, Magellan, Caroline & Mary, Portugal and Squantum.*

Capt. Albino M. Pereira was general chairman of the blessing.

A blessing of the Italian-American fishing fleet by Archbishop Cushing at the General Seafoods wharf on June 30 climaxed a three-day observance of St. Peter's Fiesta, which began on June 29 with a parade, band concerts and banquet at the Moorland Hotel. In the evening the entire Fort section was illuminated with some 15,000 electric bulbs, which were placed on the hundreds of decorated arches and on the likeness of the facade of St. Peter's Church of Rome.

Other events which took place on the day of the blessing included a seine boat race, in which Joseph Orlando in the *Antonina's* boat finished first; Sam Liguata in the *Mary & Joseph's* boat

was second; and Peter Frontiero in the *Rose & Lucy's* boat took third place.

A speaking program and a display of fireworks brought the Fiesta to a close on July 1. Addresses were delivered by Lt. Governor Bradford, Governor's Councillor Robert V. O'Sullivan and Rev. Francis X. Bransfield, former curate of St. Ann's Church and Army Chaplain.

Although the Fiesta was originated about 1929, this year was the first time that the Italian-American fishing fleet had been blessed. Capt. Benjamin Curcuru was chairman of the Fiesta celebration.

First Swordfish Landed

The first regular trip of swordfish to be landed this season was brought into Boston on July 3 by the Gloucester swordfisherman *Evelyn G. Sears*, owned by John J. Burke and skippered by Capt. Freeman Corkum. The vessel had 57 fish, averaging 150 lbs. each, which sold for 85¢ a pound, and brought a total of approximately \$7,000. The trip took three weeks.

The first swordfish brought into Gloucester were landed on July 8 by the *St. Teresa*, Capt. Dave Pino, which had 54 fish, and the *Marie & Winifred*, Capt. Harry R. Clattenberg, with 49 fish. The fish sold for 71½¢ per pound, 41½¢ more than the price paid last year.

Other swordfish boats and skippers are as follows: *Raymonde*, Capt. Matthew S. Sears; *Lera G.*, Capt. Jack Grant; *Old Glory*,
(Continued on page 34)

Aerial view of part of Gloucester's waterfront showing Italian-American fleet tied up at fish wharves during Fiesta celebration.



Diesel Engine Design and Operation

Engine Controls and Propulsion Explained by Wm. H. Radcliffe

THE starting, stopping and running procedures of Diesel engines differ somewhat in the different engine types and applications, but regardless of this the general sequence of steps involved in their operation is the same.

In many installations the operation of Diesel engines has been so simplified that the operator has little to do but move a lever through certain successive positions. This may be done in the engine room or from the pilot house on the bridge. In the latter case it is known as remote control.

Remote Control

One of the simplest systems of remote control is the "Superior" assembly shown in Fig. 12. Here the pilot is also the engineer, controlling the engine entirely from the pilot house as well as operating the rudder in steering the boat and attending to any other operations concerned with navigating.

When the "starting compression control lever" is at the top position it opens the cylinder relief valves, reducing the cylinder pressures. A push button at the top of the "engine control lever" is then pressed down, which sends current into the electric starting motor, starting the engine. When the engine has attained sufficient speed, the handle of the "starting compression control lever" is moved down, starting compression and fuel injection, and the push button is then released. Speed is controlled by this lever governing the quantity of fuel injected.

The forward or reverse direction of rotation of the engine is controlled by a reverse gear and clutch actuated by the long vertical maneuvering lever shown in the diagram. To stop the engine, this lever is moved to the "neutral" position until the engine slows down, after which the "engine control lever" is moved to the top position that shuts off the fuel supply. When the maneuvering lever is moved to the "forward" position the engine will run in a clockwise direction of rotation, and when moved to the "reverse" position it will run counter-clockwise.

Large modern boats may use more complicated remote control systems than the lever assembly illustrated and described. These more elaborate systems may be of the electro-hydraulic, compressed air or vacuum control types.

Pilot House Signalling

On boats with engines developing over 100 horse-power there is usually an attendant in the engine room who operates the engine in accordance with signals he receives from the pilot. If the pilot communicates by electric bell signals, the usual code employed is: When boat is at rest, one bell means ahead;

two bells mean astern. When boat is moving ahead, one bell means stop; four bells mean astern. If the pilot communicates by jingling a bell and the boat is moving ahead slowly, one jingle of the bell means stop; when moving ahead full speed, one bell means slow down. When running astern slowly, one jingle means full speed astern. When boat is at rest, one jingle means ahead and two jingles mean astern. The pilot may also communicate with the engineer through speaking tubes.

Reversing the Engine

In reversing the engine, the mechanism automatically cuts off the fuel supply, thus stopping the engine, and then admits starting air and fuel to the cylinders for starting the engine in a reverse direction. Cams open and close the cylinder valves; and there are two sets of these, one set for one direction and one set for the other. They operate by an end-wise movement of the camshaft which brings one or the other set of cams into position to move the rocker arms that control the opening time of the valves, or as is usual in two-stroke cycle engines, they operate by means of a set of swinging rollers that come in contact with the cams.

Propeller and Rudder

A Diesel engine doesn't care what is tied to its tail, and in a fishing boat the tailpiece is the propeller which furnishes power for driving the boat through the water. The propeller which thus becomes a part of the engine is connected to its crank shaft through direct drive, or by means of a helical reduction gear in the case of heavy duty boats because then the clutch has to handle a heavier load in starting, stopping and swinging the larger propeller that would then be used.

The faster the boat is capable of moving, the faster the propeller should turn for best efficiency. A low ratio of 1.5:1 works best on substantial boats capable of 18 miles per hour or more; 2:1 and 2.5:1 are ideal for sea-going types of heavy construction intended for 12 to 15 miles per hour; and 3:1, 3.5:1 and 5:1 for very heavy loads such as vessels with speeds of 7 to 12 miles per hour.

With direct drive, the propeller revolves at the same speed as the crank shaft, which is whatever the speed of the engine may be. It acts much as a screw does in turning through wood and its rate of forward or backward motion depends upon the angle or pitch of the blades. By transmitting the turning power of the engine into a push against the water due to its screw action, the propeller moves the boat forward or backward, depending upon its direction of rotation.

In most fishing craft, a propeller having three blades gives the best performance. Its size, denoted by the diameter and pitch of the blades, is usually stamped on the hub of the propeller at the base of the blades; thus a 20 by 15 inch marking indicates a diameter of 20 inches and a pitch of 15 inches. The propeller works best if not mounted too close to the hull bottom of the ship because if mounted too close there is not enough solid water behind it to get a good bite and it spins wastefully, drawing in air and sometimes causing vibration and rumble; in other words, there should be a space of about two inches between the tips of the propeller and the hull bottom.

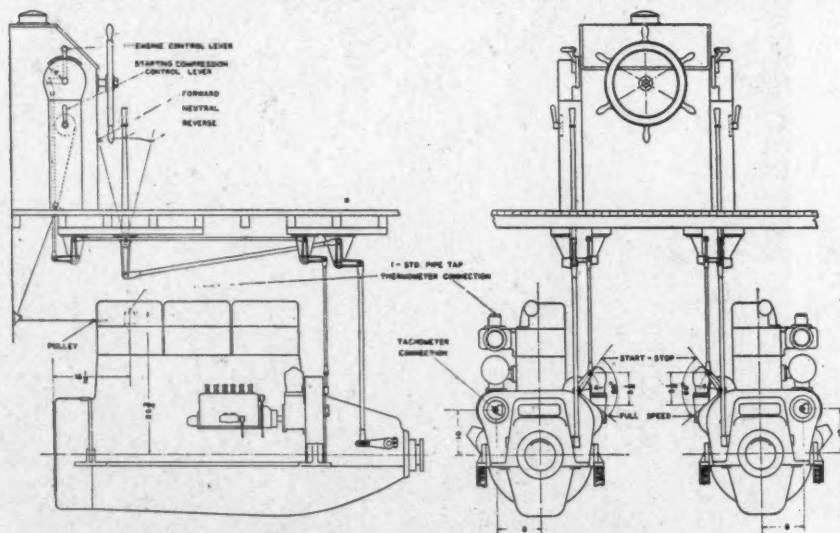
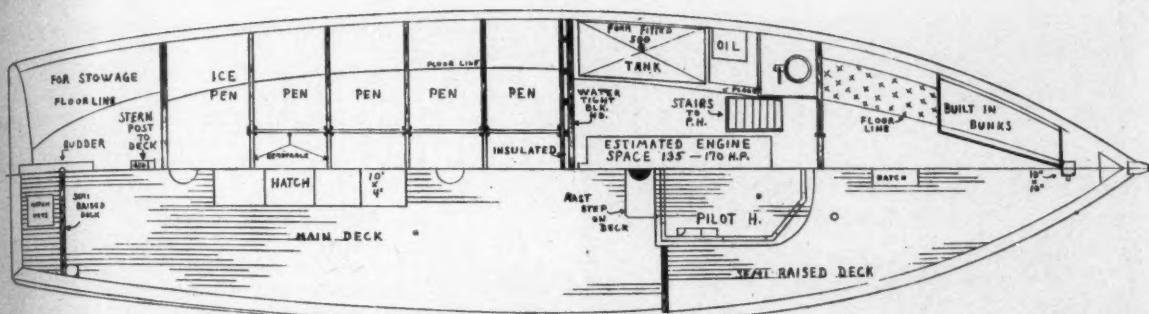


Fig. 12—System of levers for controlling one or two Diesel engines.



Arrangement plan of the 62' dragger "Our Gang", designed by Ellery F. Thompson.

Connecticut Fleet Gets 62-Foot "Our Gang"

The 62½' x 17' x 7¼' Connecticut type dragger, *Our Gang*, designed by Ellery F. Thompson of New London, Conn., and built by Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J., for Capt. John Pont of Stonington, Conn., owner-captain, completed her trial runs off Cape May, N. J., in June and now has joined the Stonington fleet.

Although the design is fairly conservative, it is extra large for this type of vessel and allows the lines to be somewhat finer at the ends. This feature, however, still allows ample deck and hold space in keeping with the usual construction of the Connecticut type dragger.

The power and navigating equipment is well forward, leaving the after half of the boat clear, an arrangement which allows for making quick daily trips. The clear deck and the 10' x 4' hatch make a convenient layout for the fast work, both above and below deck, alleviating the involved work of packing the catch in barrels as it is taken.

The large hatch in the main deck also can be used for the purpose of removing the main engine, if necessary. A sealed door, in the forward watertight, insulated bulkhead of the fish hold, is provided to facilitate this operation.

To insure maximum maneuverability in congested waters, the towing wires lead to a block stayed 10' above deck.

The fish hold is 22' long and has a capacity of 60,000 lbs. of iced fish without sacrificing engine space or cabin comfort. The 8½' lazaret provides ample space for stowage of gear.

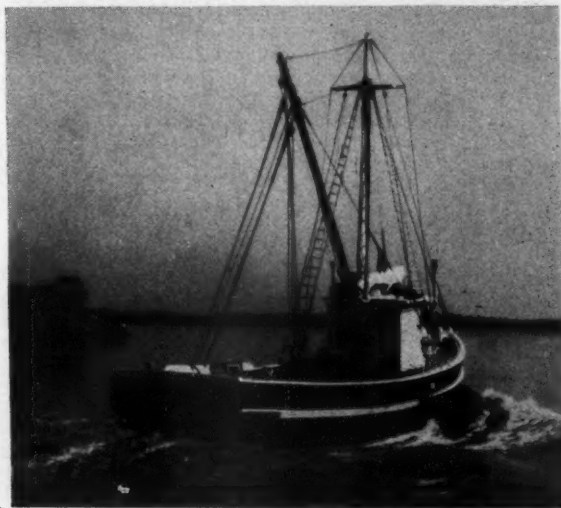
Propulsion for this dragger is provided by a 170 hp. Buda Diesel engine with a Twin Disc 2:1 reduction gear. The engine turns a 46 x 36 Columbian Bronze propeller on a 3" Tobin bronze shaft, to give a speed of 10 knots. The engine accessories include a Maxim silencer, a 32 volt, 750 watt generator and 10, XH25 Exide batteries. On each side of the 13½' engine room is a 500 gal., form fitted fuel tank. A ladder leads from the portside of the engine to the pilot house and is used for entering and leaving the fo'c's'le as well as the engine room, providing a safe means of changing watches in bad weather.

To the left of the foot of the ladder, a toilet has been installed. This is an additional accommodation unusual to most draggers of the Connecticut type. The fo'c's'le is 17½' in length and offers facilities for four with built-in bunks. An oil burning #125 Shipmate range is provided and there is an emergency hatch in the fo'c's'le deck that is used for ventilating purposes.

Our Gang is equipped with an electric, combination deck and bilge pump, a Kinney clutch operated winch and a fish hoist manufactured by Hathaway. Capt. Pont is using Esso fuel oil, Columbian rope, Roebling wire rope, a 100 lb. Danforth anchor, Kidde fire extinguishers and a Clark Cooper siren.

The pilot house is located on the raised deck forward and is well equipped with an Edson steerer, an 8" Ritchie compass, a Kaar direction finder, an RCA radiotelephone and a Submarine Signal Fathometer.

Construction specifications include a 9½" wide keel, 3" x 4" oak, one piece, steam bent frames on 12" centers; 2" oak and yellow pine planking with 2½" garboard; 4" x 6" oak deck beams spaced 15"; and 3" decking.



The new 62' Stonington dragger "Our Gang", owned by Capt. John Pont.

Seek More Coast Guard Protection

Fishermen in the Stonington section plan to ask increased Coast Guard protection for the waters in the Watch Hill area. The Coast Guard station there is manned by only 4 men instead of the usual complement of 10.

It is impossible for the men on duty to adequately fill all their responsibilities, and the station has given up completely the manning of rescue craft. All such calls are now relayed to the Fishers' Island station, 10 miles to the west.

"Betty Boop" Gets First Swordfish

The first swordfish to be brought into Stonington this season was landed at the Bindloss Dock recently by the *Betty Boop*, skippered by George Roderick. The fish weighed 200 lbs., and was shipped to the New York market.

The *Nancy S.*, skippered by John Wagner of Clinton, landed 8 swordfish at the Bindloss dock. The total weight of the fish was 1903 lbs. They were caught off Fire Island, and were consigned to the Blue Ribbon Fish Co., Fulton Market, New York.

Rhode Island Traps Catching Fluke

Mariano Bucolo, manager of Tallman & Mack of Newport, reports that fluke are now being taken in their traps and that several tuna have appeared. The catch of scup this year has been limited because of the fact that bad weather and strong tides prevented the hauling of traps on 23 days during the Spring.

The Company operates two trap boats, the 60' Diesel-powered *Chester B. Tallman*, Capt. Arsen Mendoza; and the 48' steamer *Vigilant*, Capt. George Mendonza.

"Princess" Lands Big Catch

The 62' dragger *Princess*, Capt. George Thompson, landed a catch of 40,000 lbs. of fish at Point Judith on June 26. The catch consisted mostly of scup, and was one of the largest ever landed in that area. The vessel had been out two days.



42' fish and lobster boat owned by H. R. Beal, Southwest Harbor, Me. This boat is one of a standardized design built by the Southwest Boat Corp., Southwest Harbor, on a production line schedule. Powered by a Gray 105 Diesel, she has an approximate speed of 10 knots.

Maine Clam Industry To Be Studied

A four-month study by the Sea and Shore Fisheries Department to find ways and means of doubling the value of Maine's clam industry got underway on June 22. The study will take in every section of the coast from Kittery to Calais and is expected to form the basis of a long term management, propagation and conservation program for legislative consideration.

Clam development plans in Massachusetts, New York and the Canadian provinces, the present Maine laws, individual town regulations, joint town-state cooperation, latest propagation techniques, the extent of depletion of Maine flats and means of restocking them, marketing and other pertinent phases of the industry will be investigated. The results will be presented to the industry for consideration and suggestions before a final program is drawn up. Funds for the project will be furnished by the Maine Development Commission.

"Helen Mae II" Rockland High-liner

The *Helen Mae II*, which landed a total of 290,390 lbs. of fish at the F. J. O'Hara dock during June was the high-line boat in the Rockland fishing fleet. The vessel is skippered by Capt. Frank Ross of Owl's Head, and crew members are Charles W. Carver, Charles Lawry, George Ross, Edward Childs, all of Rockland; and Gus Learned of Owl's Head.

Runner-up was the *Jeanne D'Arc*, owned by F. J. O'Hara, which brought in 264,950 lbs. She was skippered by Carl Reed of Owl's Head for two trips and by Charles Carver of Rockland for one trip.

High-liner in the General Seafoods fleet was the *Althea Joyce*,



Lobster storage tanks at the Maine Coast Seafood Corp., Rockport, Maine.

Capt. Donald Joyce of Rockport, which landed a total of 200,000 lbs. in three trips.

Total fish landings at Rockland in June were 2,193,883 lbs., with F. J. O'Hara taking 1,370,003 lbs. and General Seafoods purchasing 823,880 lbs. Redfish led the varieties with O'Hara receiving 1,021,455 lbs. and General Seafoods 520,000 lbs. Pollock was second, with General Seafoods buying 122,000 lbs. and O'Hara 201,480 lbs.

Sardine Pack Smaller

The Maine sardine pack for 1946 is estimated to be not more than half that of 1945. The supply of herring has been spotty, with most of the cargoes coming from Canadian waters. However, the majority of the fish have been suitable for packing, only a few cargoes having been condemned and turned into fertilizer or sold as lobster bait.

Request Survey of Alewives

The Eastern Maine Fish Industry Committee, acting with the Board of Selectmen of East Machias, has requested the Fish & Wildlife Service to make an immediate survey of the failure of alewives to run to their old spawning beds at East Machias. The catch of alewives dropped from 4,000 barrels in 1943 to 400 barrels in 1946. The loss to the town in 1946 was estimated at \$12,000.

The Committee pointed out that reopening of the natural fishway leading into Gardner's Lake would prevent the destruction of the Machias River alewife schools. At the request of sport salmon fishermen, the fishway was filled in, and a roadway was constructed over it. As a result of shutting off the Lake, only quick water is left for the fish to spawn in, and the spawn floats down the current and out to sea instead of settling on a placid bottom where it could germinate.

Two Dragger Launched at Thomaston

Newbert & Wallace of Thomaston launched two draggers last month. On June 15, the 59' *Gertrude D.* went down the ways. She is owned by Capt. Horace Devine of Oak Bluffs, Mass., and will be powered with a 165 hp. Gray Diesel.

On the 29th day of the month, the 87' *Dolphin* was launched for Leonard H. Saunders of Salem, Mass., and Andrew T. Hake of Gloucester. The wives of the owners performed a double christening. The dragger will be equipped with a 250 hp. Atlas Diesel and will have a capacity of 135,000 lbs.

Maine Coast Seafood Corp. Enlarges Lobster Plant

Maine Coast Seafood Corporation, Rockport, Maine, of which Earl R. Fuller is President and George James, Treasurer, recently completed a new addition to their lobster handling plant which increases tank storage capacity to 200,000 pounds.

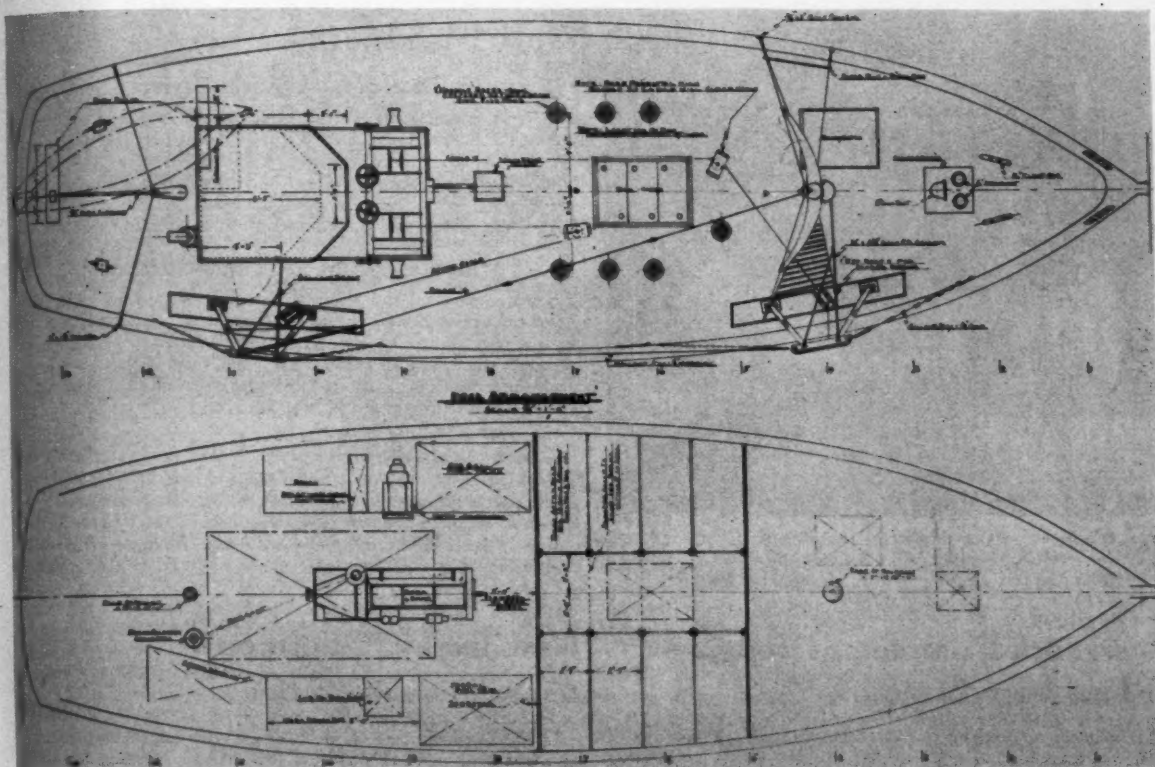
The Company's original building is an 80' x 40' four story structure with 50,000 lbs. tank storage on the first floor; barrel stock on the second; office and shipping on the third which has an elevator connection to the first and which is at truck loading level on an upper grade; and supplies storage on the third.

The new tank room is 150' x 45' and has tanks arranged in four tiers so that incoming lobsters can be sorted directly into the proper tank according to any one of 4 sizes—chickens, quarters, large or culls. A catwalk extends along the bottom of the top row of tanks, and there is a circulation of 1,000 gallons of fresh salt water per minute with each tank having complete circulation. A new feature is a conveyor belt which takes barrels from the tank room to the shipping platform as well as taking incoming crates of lobsters from the trucks to the tanks.

The plant has a 1,500 lb. capacity steam cooker and picks out an average of 500 lbs. of lobster meat per day during the lobster season.

The Company operates four trucks for picking up lobsters all along the Maine Coast and for forwarding shipments to public carriers. It also operates the 50' dry smack *Mishawaka* which is skippered by Capt. John C. Bragge of Rockland, and which has been repowered with an 85 hp. Chrysler Diesel with 3:1 reduction.

What is said to be the largest load of lobsters ever to come



Deck and below deck arrangement plans of the "Brother Joe", designed by George H. Stadel, Jr.

"Brother Joe" Dragger Design Gives Ample Working Space

The accompanying plans by George H. Stadel, Jr., Naval Architect of Stamford, Conn., are for the 61' x 17'3" x 7'6" dragger *Brother Joe*, built for Capt. Frank L. Reis of Provincetown, Mass. by Essex Boat Works, Inc., Essex, Conn.

This dragger, an able and fast craft for her size, started fishing in June. She has a tonnage of 44 gross and 19 net with a fish hold capacity of 35,000 lbs. The hold has four 2'9" pens on either side, with 7" galvanized deck plates over the pens.

Being rigged as a typical dragger, she has her gallows on one side, but the Hathaway winch is mounted on the trunk to afford greater vision for the winchman and more deck space amidships. Thus, the pilot house is well aft and the engine room companionway is aft of the wheelhouse. The scuttle to

the fo'c's'le is set to one side and is low to give a clear view forward.

The fo'c's'le is arranged to accommodate six with ample lockers and a good galley equipped with a Shipmate range. The engine room is laid out to allow unrestricted movement and a stateroom and lazarette are located aft.

A 170 hp. Buda 6DCMR Diesel engine with 2:1 Twin Disc reduction gear is the main propulsion unit. Turning a 46 x 38 Columbian propeller, this engine gives the *Brother Joe* a speed of 11-12 knots. An 8 hp. Deseco Lister-Blackstone Diesel unit with a 32 volt, 3 kw. generator makes up the auxiliary set. On each side of the engine room there is a 500 gals. fuel tank, and a 60 gals. lube oil tank is located beside the one on the starboard side. The dragger also carries 250 gals. of water. Other equipment aboard includes a Hathaway steerer, Kelvin-White compass, Fathometer, Marine Products wash down pump, Exide batteries, and Pyrene fire extinguishers.

to a Maine port, was a 600 crate, 90,000 lb. shipment recently brought in by the 115' smack *Amacita* of Pictou, Nova Scotia, which is operated by Maritime Packers Ltd., a concern affiliated with Maine Coast Seafood.

The company has been prominently identified with the shipping of lobsters by air, and has developed specially treated cardboard containers for this service. The new boxes are made in two sizes to carry 30 or 50 lbs. of live lobsters. The units are virtually watertight, and have a tray to hold the seaweed-packed lobsters above the bottom section which collects any water that may drip down from the ice. Trays of cracked ice, holding 10 and 15 lbs. respectively for the two sizes, are placed over the lobsters. Near the top of the lobster compartment there are 3 hand holes which facilitate easy lifting and provide suitable ventilation.

The weight of the 50-lb. cardboard box is only 6½ lbs. which compares with a weight of 30-35 lbs. for a wooden barrel of similar lobster capacity, and which must also contain 50 lbs. of ice for proper refrigeration. Lobsters are now being shipped by air from Rockland, Me. to New York in 3 hours, Chicago in 11 hours and California in 22 hours.



The 61' dragger "Brother Joe" built by Essex Boat Works, Inc., Essex, Conn., for Capt. Frank L. Reis of Provincetown, Mass.



Capt. Bill Meade, right, skipper of the dragger "John G. Murley", is interviewed by WEA's "Around the Town" reporter, John Cooper, at New York's Fulton Fish Market.

New York Completes Dredging of Fire Island Inlet

The project of dredging a 4,000' channel through Fire Island Inlet and dumping sand on eroded Oak Beach in a \$150,000 inlet stabilization plan authorized by the State was completed on June 7. The new channel, expected to be of long-range value to fishing and other commercial interests, is 300' wide and 17' deep at mean low water.

Radio Control Station

Coast Guard radio station NMY at East Moriches has been designated as the control station in that area, and continuous radio watches are being maintained on the voice frequency 2670 kilocycles by 15 other stations in the Third Coast Guard District to enable radiotelephone equipped boats to report distress or any important maritime information.

The following stations are maintaining such watches: Fisher's Island, Ditch Plains, Eaton's Neck, Fire Island, Jones Beach, Short Beach and Rockaway; Sandy Hook, Monmouth Beach, Shark River and Manasquan in New Jersey, all lifeboat stations; Cornfield, Ambrose and Scotland lightships; and Stratford Shoals, a Connecticut light station.

Craft not equipped to transmit on the Coast Guard distress



Dr. Leslie Sandholzer, bacteriologist in charge of the College Park, Md. laboratory of the Fish and Wildlife Service, at work in one of the new mobile laboratories.

frequency can reach the Coast Guard by radiotelephone via "WOX" and regular land lines.

Greenport Shipyards Active

Several fishing boats were hauled out at Greenport shipyards during June. The oyster boat *Magician*, owned by the Bluepoints Oyster Co., West Sayville, was hauled out the week of June 17. The *Judy Ellen*, owned by Capt. Julian Fiedler of Greenport and the *Betty Jimmy*, owned by Capt. James Hamilton of Block Island, are being fitted out for swordfishing at Hanff's Shipyard.

Motion Picture on Fulton Market

Some time ago the Fishery Council cooperated with the Emerson Yorke Studio in the making of a motion picture on Fulton Market, to be shown in South America. An English version, which was arranged for by the Council, has now been made and will be distributed by the Division of Commercial Fisheries under the title "Fish Is Food".

Record Tuna Catch

Capt. Charles Doxsee of the Short Beach Fish Co., Islip, made a record-breaking catch of tuna on July 1, when he and his crew caught 9 tuna in their trap. The total weight of the tuna was 3,962 lbs., with individual weights ranging from 565 to 315 lbs.

New Jersey Fishermen's Association Is Active

The O-K Fishermen's Association, Wildwood, which operates on a cooperative basis, now has 40 members working from its dock. The fishermen own their boats and rigs, but all handling, buying and selling is done by the Association. The organization has a 1,000' dock, 500' of which is leased.

Officers are as follows: Abel Henrikson, president; Henry Henrikson, vice-president; Sixten Carlson, treasurer; and Carl G. Ekstrom, secretary and general manager.

Large Drumfish Catch

Commercial fishing boats in the Ottens Harbor area made one of the largest catches of drum fish ever known on June 17, when they unloaded 125 of the species. The fish were caught at the mouth of Delaware Bay, and were landed at the O. A. Huf fish dock at Ottens Harbor. They averaged from 50 to 80 lbs. each.

Three Channels to Be Dredged

The New Jersey Board of Commerce and Navigation expected to start work soon on the dredging of Grassy Sound Channel at Wildwood, Grassy Sound waterway in Middle Township, and the Ludlam Channel Bay at Sea Isle City. The dredging will be an aid to fishing boats and commercial craft.

Joseph Wilson Dies

Joseph Wilson, 74, a pioneer in the development of Cold Spring Harbor at Cape May, and the founder of the Southern Fisheries Co., Cape May, died on June 16. Mr. Wilson was a prominent Philadelphia, Pa. wholesale fish merchant for 50 years, and was once president of the Dock Street Wholesale Fish Merchants Association there. He was head of Joseph A. Wilson & Sons, Philadelphia fish wholesalers, from 1925 until 1939, when he retired.

Radio Program Features Fisheries

The Valley Forge Caravan, a one-hour radio show which delivers a salute each night to one of America's industries, rendered a special tribute to the seafood industry on June 12 over a Philadelphia, Pa. radio station. Host for this 1206th performance was Frank C. Labram, manager of the William L. Evans Seafood Co., Philadelphia, who pointed out that the War period made a large percentage of Americans conscious of seafood, and that he believes the era of the one-day-a-week fish dinner is past.

Great Lakes Lamprey To Be Investigated

A resolution has been introduced in the Senate which would authorize and direct the Fish & Wildlife Service to investigate and eradicate the sea lamprey, said to be responsible for killing or injuring up to 80 percent of the trout in some areas of the Great Lakes. The Wisconsin Conservation Department is also interested in controlling the sea lamprey, and is now carrying out a limited control program in streams of Manitowoc and Door Counties.

A control program such as the Wisconsin Department favors would require a study of all streams tributary to the Great Lakes to determine the time and place of spawning of the pest, an active program of intercepting and destroying all migratory lampreys before spawning, and destruction of all larval forms.

The Michigan Conservation Commission recently authorized a research project for Great Lakes lampreys. Conservation officers were instructed to check streams throughout the State, obtain all available data from commercial fishermen and arrange for co-operation with other States, Canada and the Fish & Wildlife Service. Research will include investigation of the edibility of the lamprey and its possible worth as a basis for domestic mink food.

Dr. John Van Oosten, Ann Arbor, Mich., who is in charge of Fish & Wildlife Service investigations of the Great Lakes fisheries, reports that experiments carried out with weirs in the Clinton and Ocqueoc Rivers in Michigan have been only partly effective. The weirs are made of fine wire netting with a trap in the center opening into an enclosure. A man must be kept on duty 24 hours a day to dip the lampreys out of the enclosure. It also is necessary to keep the wire netting free of debris, for when it becomes clogged the lampreys wriggle their way over it.

Except for trapping the lampreys in streams before they have reached the spawning grounds, there is no known means of control. Efforts of trapping the creatures are hampered by the difficulty of blocking all streams where they spawn. The young of the lamprey spend several years as toothless, eyeless larvae before entering a lake to spawn; therefore, it would take several years before the effect of trapping would be felt.

Other authorities maintain that there is no definite proof that the lamprey actually is responsible for the diminishing supply of lake trout and other fish in Great Lakes waters. They hold that pollution and overfishing may have depleted the supply, and that the amount of fish killed or injured by lampreys appears to be large because there are fewer fish.

Conservation Laws Discussed

Nearly 100 representatives of the Wisconsin commercial fishing industry met with State Conservation officials on June 18 at Green Bay to discuss several changes in Conservation laws. Fishermen disagreed to a suggestion by the Department that the



Michigan's Department of Conservation boat "Patrol No. 1", skippered by Capt. C. J. Allers.



The tug "Northland" tied up in old Cornucopia Harbor with part of the fishing fleet in the background. The vessel is owned by Ernest Beidle of Cornucopia, Wis., and is equipped with Columbian rope.

size of gill nets used for herring fishing under ice be changed to 2 3/4", but agreed to a proposal that the lake trout season be changed to coincide with that of Michigan, which is from October 10 to November 10.

Fishermen also approved a recommendation that a system of holding and marketing suckers taken during the open season be developed so that such fish could be sold up to May 1. Rules now require that suckers must be sold within three days after the season closes on April 14. Testimony indicated that a flooded market and price slump usually result.

A similar meeting, attended by a large delegation of fishermen, was held by the Commission at Washburn on June 20. Fishermen asked continuation of the 2 1/4" flexible rule mesh in gill nets for herring fishing from November 5 to December 31.

"Cheerio" Loses Propeller

After drifting for 10 hours in high seas following loss of her propeller while lifting nets on the Wisconsin side of Lake Michigan, the fishing tug *Cheerio* of Kenosha, Wis., was prevented from being driven aground on June 13, when a net hoisting engine was attached to a rope and dropped overboard as an emergency anchor. St. Joseph Coast Guardsmen went to the rescue of the tug, which is skippered by Capt. Theodore Muhlenback.

Fish at Home Economists Convention

Included in the display of food at the 37th annual convention of the American Home Economists' Association, held in Cleveland, Ohio the latter part of June, was an exhibit of fresh, frozen and canned fish. The exhibit was designed and set up by the Fish and Wildlife Service in cooperation with the National Fisheries Institute, and literature and cookbooks were contributed by various members of the Institute. Of the 2,300 home economists who attended the session during the first two days of the Convention, over 800 visited the fishery exhibit, and 600 requested further information regarding the inclusion of fish in school lunch and institutional menus.

Michigan Patrol Boat Covers Wide Area

For patrolling those portions of Lakes Superior, Michigan, Huron and Erie which come under the jurisdiction of the Michigan Department of Conservation, so far as commercial fishing is concerned, the State has a powerful patrol boat, *Patrol No. 1*, which, in normal seasons, makes about 15,000 miles in its rounds of inspection. C. J. Allers, of Tranverse City, is in charge of the vessel.

The boat is 75' x 17 1/2', and is equipped with a 200 hp., 270 rpm. direct reversible Kahlenberg Diesel engine which gives a speed of 10 1/2 mph. The vessel was built by the Huskins Boat & Motor Works, Bay City, Mich. It is equipped with ship-to-shore telephone, direction finder and machinery for lifting nets in connection with law enforcement of commercial fishing laws, confiscation of illegal gear, etc.

Louisiana Out-of-State Licensing Bill Passed

The Louisiana Senate recently passed and sent to the Governor a bill barring out-of-state shrimpers from Louisiana waters unless they are registered in Louisiana ports and pay a license fee of \$2500 per boat and \$200 for each member of the crew. An exception is made for Mississippi under a reciprocal agreement with that State.

The bill also sets closed shrimp seasons from December 15 to March 15 and June 10 to the second Monday in August, the latter period including both inside and outside waters.

The severance tax on shrimp is increased from 10 to 15c per barrel, and a \$5 license fee is placed on boats under 45' while a \$10 license fee is placed on larger craft.

Governor Chauncey Sparks of Alabama has requested Governor Jimmie H. Davis of Louisiana to investigate the matter of a reciprocal pact between the two States.

Lewis New Manager of Cooperative

Jack Lewis assumed managership of the Fishermen's Cooperative Association, Inc., Klingsville, the middle of June. The Cooperative was set up by Dr. Richard A. Kahn, Chief of the Economics and Cooperative Marketing Section of the Division of Commercial Fisheries, and packs, freezes and markets shrimp brought in by independently owned boats. Although the charter of the Cooperative dates back to 1938, the organization has been active only a few months.

Asks Permit for Wharf, Buildings

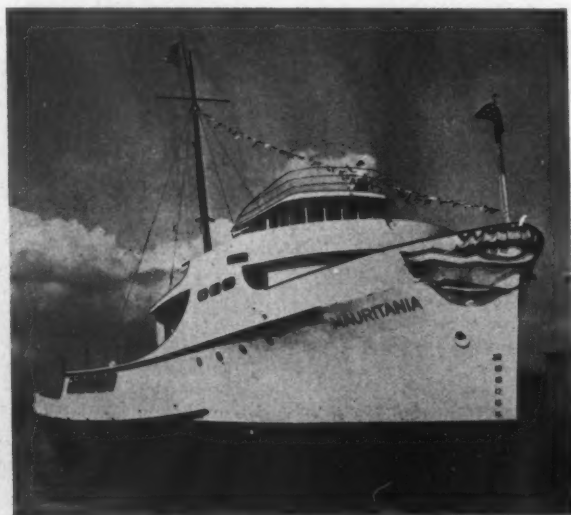
The Coastal Shrimp Co., Houma, La., has applied for a War Department permit to authorize dredging, construction of a timber wharf and buildings on timber pile foundation, and installation of timber mooring piles in the Atchafalaya River (Berwick Bay). The structures are to be located within an area about 200' long and 66' wide.

Conrad Sells Two Plants

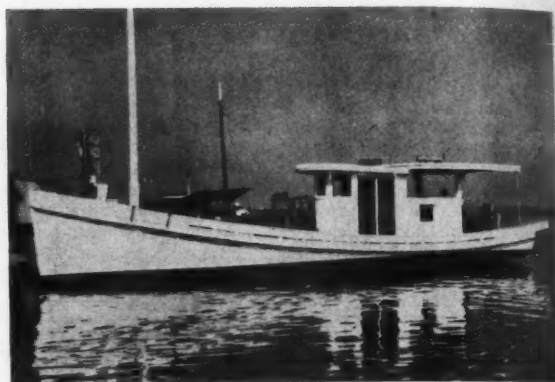
The United Seafood Co. plant at Greenwood has been sold by Parker Conrad to the Coastal Shrimp Co., owned by Morris Voltaggio and Nugent Babin of Houma. The shrimp packing plant at Cameron owned by Mr. Conrad also has been sold, having been purchased by Bertoul Cheramie of the Morgan City Packing Co.

Grizzaffi's Shipyard in Operation

Grizzaffi's Shipyard on Bayou Bouef, Morgan City, is now ready for ship repair work. Although the plant and yard are not completed, present facilities will take care of hull and cabin repair work, and the machine shop is ready for overhauls.



The 132' all steel tuna clipper "Mauritania" built at Avondale Marine Ways, Inc., New Orleans, for California interests.



Tied up at the Biloxi docks of Weems Brothers Seafood Co. is the "Evelyn W". Working the coast of Mississippi and Louisiana at oyster dredging and shrimp trawling, this 49'6" boat is powered by a Mack Mariner Diesel engine with a 3:1 reduction gear.

Producers Re-elect Officers

Members of the Gulf Coast Seafood Producers Association, Inc., held their annual election of officers at Morgan City in June. All officers were re-elected, and include Harvey J. Lewis, president; J. M. Price, vice-president; T. B. Mock, second vice-president; and P. A. LeBlanc, secretary-treasurer.

Mississippi Planting Seed Oysters

Planting of seed oysters by the Mississippi Seafood Commission began on July 1 in waters near Pascagoula. A contract has been let to the Gulf Coast Shrimpers' and Oystermen's Association for the planting of approximately 40,000 barrels at a price of 50c a barrel.

Tuna Clipper Launched by Avondale

The first tuna clipper to be built in a Gulf Coast shipyard was launched June 6 at the Avondale Marine Ways, Inc., New Orleans, La. Fitting out is scheduled for completion by July 31.

Constructed in record time and christened the *Mauritania*, the 132' x 30' all steel vessel is the first of three "cargo yachts" to be built by Avondale for West Coast fishing syndicates. It has an 840 hp. Superior direct drive Diesel engine and is designed to carry 325 tons of tuna fish in 10 refrigerator compartments, capable of freezing 100 tons of tuna a day.

The superstructure resembles that of a yacht, while the hull is divided into five bulkheads providing compartments for trim tanks, chain locker, machinery, fuel oil, fresh water and refrigerators. She has a cruising range of 10,000 miles and will fish off the Galapagos Islands near Peru.

New Oyster Harvester Tested On Alabama Grounds

An oyster harvester has been invented by A. M. Brown, Mobile, Ala., who has constructed a working-model and applied for patents. The harvester was recently tested on West Fowl River, in the oyster beds of William Henderson. The one-man operated model harvested and washed 250 barrels of oysters in one day.

It operates on a shaft to which are attached two wheels which roll along the bottom of the beds, setting metal tong baskets into motion. It is these tong baskets that scoop up the oysters and deposit them on the deck of the barge. The tongs are so constructed that if they hit an obstruction in the water, they immediately fold back and let the wheels keep rolling until the patch is free of obstacles. The shaft is counter-balanced so as to compensate for the varying volumes of oyster beds and to keep the crawler wheels on the bottom.

As far as actual harvesting is concerned, Brown plans to add a conveyor belt to future models, so that the oysters having been scooped by the tongs and washed by spray from the water-pressure unit, can be conveyed into nearby barges and sent to the canneries with less manpower.

(Continued on next page)

Left, member boats tied up at the Fishermen's Co-operative dock at Snug Harbor, Florida, where more than 40 boats unload catches. Right, Beverly Jones, Co-op secretary.



Florida Fishermen Form New Union

A group of East Coast Florida fishermen who are dissatisfied with their present Union affiliation because of differences in seasons, fish and general conditions as compared to the West Coast of the State, recently formed the East Coast Fishermen's and Seafood Handlers' Union of Florida. Headquarters of the group are at Miami, and at the end of a 30-day organizational period the new Union hopes to become affiliated with the AFL and elect permanent officers.

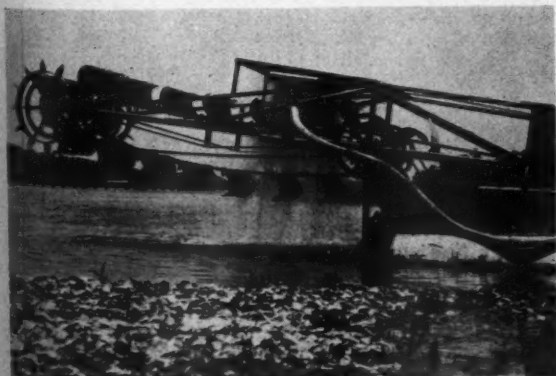
F. L. Routh, a former district representative of the Gulf Coast Fishermen's Union, is acting secretary and treasurer, while L. P. Jones, former Miami business agent of the Gulf Coast Union, is acting president.

Sale or Possession of Mullet

The Florida Supreme Court ruled on June 25 that the sale or possession of mullet during the closed season may be prohibited.

The device not only can be used in the harvesting of oysters, but can also be used for replanting the beds through the water pressure unit which will scatter, sow and bed shells to insure proper replanting. According to Brown, experiments have been conducted, and actual tests "have proved that re-cultivation of beds worked by the harvester has improved and increased production sometimes as high as 90 per cent."

The harvester is radically different from the ordinary oyster dredge, which sometimes damages beds. It will operate in any depth from one to 50 feet of water, depending on the length of the tong. One man operating the machine will keep 10 to 20 men busy shoveling oysters from the wheel into barges.



An oyster harvester invented by A. M. Brown of Mobile, Ala. This model harvested and washed 250 barrels of oysters in a one day test run.

in 21 coastal counties, but may not be banned in 16 inland counties. The Court held that the sale or possession ban may be imposed in coastal counties because it is incidental to the principal object of the law, which is to protect salt water fishing in the counties. Thirty counties of the State, both inland and coastal, have no closed season by virtue of special legislative acts or local laws.

"Dorothy Bee" Destroyed by Fire

The sponge boat *Dorothy Bee*, owned by Louis Gaines of New Port Richey, was destroyed by fire on June 29 when gasoline was spilled while the vessel's stove was being lit. The boat was at anchor at Bay Port when the fire started, and an estimated \$700 worth of sponges was destroyed. Two members of the crew, Bill Anderson and Gene Marshall, were seriously burned, while Archie Johnson received slight burns.

Shark Industries Expanding

Authorization recently was received from CPA for construction of a \$28,000 processing plant at Salerno for Shark Industries, Inc. The building will have dimensions of 48' x 80', and will be built of concrete reinforced with steel. Price French will be in charge of the new plant.

Waterways Improvement Program

Included in the waterways improvement program planned by U. S. engineers of the Jacksonville District of Florida, under a postwar civil works program authorized by Congress, is a project for deepening of the Intracoastal waterway from Jacksonville to Miami to provide for a continuous depth of 12' and side channels at Sebastian and Vero Beach.

Work on the Intracoastal Waterway from Miami to Key West includes a 7' channel 90' wide, while a channel 8' deep with widths ranging from 80 to 100' is provided in the Fort Myers to Stuart waterway. Also included are side channels at Fort Myers and Stuart.

The program provides for a new 200-mile Intracoastal Waterway on the west coast of Florida, to be 9' deep and extend from the Caloosahatchee River to the Anclote River.

A new 27' depth harbor and other related improvements are proposed for Canaveral Harbor, and a 10' deep and 200' wide channel is planned across the outside rock reef at the seaward entrance to St. Lucie Inlet.

Union May Call Strike

In accordance with a strike vote taken early in July, the Gulf Coast District Fishermen's Union planned to stop all seafood production in Florida by the middle of the month if dealers did not resume accepting grouper at 12c a pound. The Union also voted against accepting less for any species of fish than the price paid by dealers during the past 18 months. Grouper fishermen on the West Coast of the State have been idle for several weeks in protest against a 4c reduction in price. East Coast dealers have continued to pay 12 and 13c for grouper.

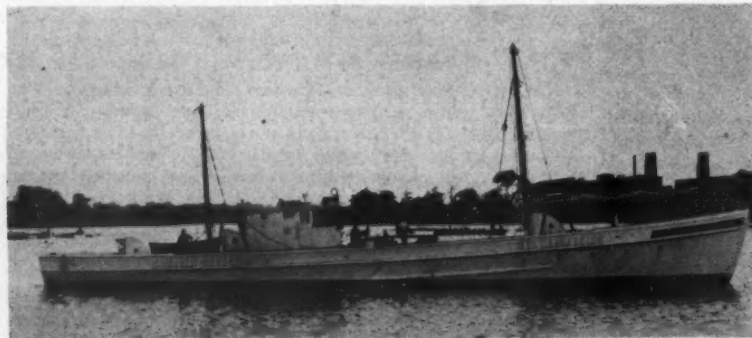
Virginia Haul Seiners Request Longer Nets

John Duvall, who represented Gloucester County haul seine fishermen at a meeting of the Virginia Commission of Fisheries on June 25, requested an increase in the legal length of nets used for haul seining. In requesting the longer nets, Duvall told of a Gloucester County fisherman who recently was issued a warrant for using from 1600 to 1700 yards of net. The maximum amount of net which may be used for haul seine fishing at the present time is 1,000 yards with a 10 per cent tolerance.

Six months extension was granted by the Commission on an application for oyster ground by Turner and Twyford for 9 acres in the York River. The Commission also approved the application of J. S. Darling & Son, Hampton, for 15 acres of ground in Chesapeake Bay near New Point. Myrtle E. Sanderlin applied for 8.8 acres of oyster ground in Lynnhaven River.

Anti-pollution Law Passed

Acting on the advice of the Interstate Commission on the Potomac River Basin and the State Legislative Council, the Virginia Legislature recently passed a strong anti-pollution law. Among the points covered by the law is the requirement that



The 110' trawler "Resolute" owned by J. J. Lawson & Son, Hampton, Va. Her engine is a 9 x 12 six cylinder Atlas Imperial Diesel and she is equipped with a Bludworth direction finder, Jefferson-Travis radiotelephone, Fathometer and Hathaway deck gear.

municipalities and existing industries take steps to treat their sewage and waste discharges adequately, and that before establishment, new industries take steps for the purification and control of their effluents.

Crab Scraping Better

Crab scraping in Tangier waters improved during June. There are some 150 crabbers, hand-netters and scrapers working the crabbing grounds. They are making from \$30 to \$50 a day.

Mudlarking also has improved. Up until June very few crabs were seen in the runs and mud streams of the Island, but now they are plentiful. Recently Capt. Wess Crockett, Tangier's oldest mudlarker, caught 300 peeler crabs in the marshes and sold them for 6c apiece.

Large schools of menhaden appeared in Tangier Sound during June, and the Reedville fishing fleet made big hauls, from 100,000 to 200,000 lbs. per boat.

Tangier drift-netters are doing well. They are making about \$70 a day on croakers.

Urge Continuance of Station

A delegation from Virginia recently urged Weather Bureau officials to continue operating the weather station at Cape Henry, after receiving a report that it would be discontinued in view of its proximity to stations at Norfolk and the Norfolk airport. It was pointed out that the station is needed to supply reports on weather conditions at the Capes, entrance to Chesapeake Bay, because of the great volume of water traffic and activities of the fishing industry.

Norfolk Area Landings

Norfolk area landings were 2,273,000 lbs. in June, and showed a decrease of 423,000 lbs. from May landings, and an increase of 76,000 lbs. over June, 1945 landings. Of the total landings, 2,269,000 lbs. came from pound nets, while 4,000 lbs. came from draggers. Croakers accounted for the largest percentage of the total, with 1,053,000 lbs.; followed by gray sea trout, 1,043,000 lbs.; and butterfish, 114,000 lbs. Landings were made on 20 days of the month.

Maryland Assoc. Holds Annual Meeting

Members of the Maryland Commercial Fishermen's Association held their first annual meeting at Annapolis on June 28. The organization, which was formed in February of this year, has grown rapidly and now has a strong representation in most of the Tidewater Counties.

Meetings were held by the Association during the month of May to nominate two directors from each Tidewater County. David H. Wallace, Tidewater Fisheries Department, attended the meetings to discuss legislation which may be proposed at the next session of the Legislature.

The Kent County members of the Association met at Rock Hall on May 30 to select their two directors and a committee of five to represent the organization in the County. Irving L. Crouch and Stewart Edwards, Jr., both of Rock Hall, were named as directors, while the county committee is composed of Wilkin Hubbard, chairman, Harrison V. Scoone and Charles O. Kerr, all of Rock Hall; and Messrs. Crouch and Edwards.

Good Croaker, Trout Catches

Capt. Sydney Landon of Crisfield and Capt. Dulany Linton of Saxis, Va., haul seiners, made some large catches of croakers and trout in Tangier Sound during the last week in June. However, several Crisfield haul seiners have abandoned fishing until August when there is usually a good run.

Bluefish averaging 4 lbs. made their appearance off Ocean City recently. Blues completely disappeared some 5 years ago, but have returned in small numbers within the last two seasons.

Crab Price Advances

The price of crabs advanced in June due to a scarcity. One crabber caught 500 soft crabs in a day which he sold for 8c apiece.

Smith's Island is one of the leading crab catching sections of Maryland. A large percentage of the crabs from this locality are handled by Robert C. Tyler & Co., H. Glenwood Evans & Son and Nick Evans, all of Crisfield.

Hatcheries Closed

Maryland perch and shad fry hatcheries were closed on June 1 after a successful season. Shad operations were carried out on the North East and Potomac Rivers. A large number of perch, 123,840,000, were hatched on the Severn Run and distributed to the many streams which are tributaries to the rivers that enter the Bay. In addition, liberal plantings of 5,000,000, 2,000,000 and 2,000,000 were made in the Conowingo Pool, the Brighton Pool and Deep Creek Lake, respectively.

Marine Railways Completed

The Cambridge Shipbuilders, Inc., Cambridge, recently completed construction of two marine railways, with a capacity of 200 tons, or vessels 100' in length with an 11' draft. They build new boats and do general repair work.

New Englander Scores In New Bedford's FISH STORY CONTEST

For telling this good story at his own expense first prize goes to Charles E. Wheeler of Milford, Conn.

Years ago (wrote Mr. Wheeler) when I ran a small fish store, an old customer and neighbor of mine rushed in and breathlessly asked to borrow my scales to weigh his newly arrived son. He was a humourless young man, taking the birth of his first child hard, so I thought I would josh him a bit. "I've got two scales", I said, "One I use in my store for customers. The other I use for the fish I catch on my private fishing trips, to weigh those big fellows I've told you about. Which do you want?" He said, impatiently, "Either will do. My wife said run across the street to Mr. Wheeler; he will have scales. My wife said Junior will wake..." I placed the scales in his arms, led him to the door and gently pushed him out.

The following day he brought the scales back, an unhappy expression on his face. "What's the matter, son? From all the noise I hear across the street Junior sounds like a fine husky boy. How much does he weigh?"

"He tips the beam at 47½ lbs." he snapped. Then I had some explaining to do...



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Boston Dragger Found After Being Disabled Nine Days

After drifting helplessly for 9 days, the 92' Boston dragger *Frances C. Denehy* was picked up early this month by a Canadian Government vessel off Seal Island, N. S. and towed to Yarmouth. The dragger, in command of Capt. Clifford Nolan and carrying a crew of 11, was unheard from after reporting by radio that her engines failed when she reached Georges Banks. Heavy fog had hampered previous efforts of an extensive air and sea search for the vessel, whose radio was silenced by lack of battery power. Following repairs and restocking at Yarmouth, the *Denehy* was scheduled to return to the grounds.

Wheeler Retires from General Seafoods

J. C. Wheeler retired from General Seafoods Corp. on July 1, completing 26 years of service with this concern and its predecessor companies. Previous to this he served as Eastern District representative of Booth Fisheries Corp., having come east from Chicago in 1912.

Mr. Wheeler is said to have started the filleting business in the United States in 1922 when he had some haddock cut into fillets, wrapped them in parchment paper and placed them in a 30 lb. tin box which was packed in a wooden container surrounded by crushed ice.

Big Day's Catch Landed

On July 8, 33 vessels landed 1,903,500 lbs. of fish at Boston Fish Pier, the year's record for a single day. The catch included 839,000 lbs. of haddock, 473,000 of cod and 293,000 of mackerel.

114' Trawler Building for Boston

Sturgeon Bay Shipbuilding and Dry Dock Co., of Sturgeon Bay, Wisconsin, are building a 144' steel trawler for Vickers and Nakash, owners of the Boston dragger *Lucky Star*. The boat was sold through the Yard's Boston office at 148 State Street. It will have a DMG 8 Enterprise Diesel for the main propulsion engine.

Reconverting "Boston College"

The 123' steel trawler *Boston College*, which served as a Navy mine sweeper and Army hospital ship, is being reconverted for fishing at Robinson Marine Basin, Gloucester, for Capt. Axel Johannsson of Medford.

Sheppard Diesel Powers Lobsterman

Cape Cod Shipbuilding Co., Wareham, Mass., is building a 32' x 9' x 3'3" lobster boat powered by a Model 6F Sheppard Diesel. This 31 hp. engine turns a 17 x 14 wheel at 1325 rpm. to give a continuous operating speed of 11 mph. Light in weight without sacrificing strength, the fast, easily driven hull offers unusual seagoing ability. The builders claim that due to an improved hull design alone a 20% reduction in fuel costs has been achieved.

Although the Sheppard requires no operating adjustments, it is easily accessible by removing the engine hatch. The open, unobstructed, self-bailing cockpit is ideal for commercial fishing. While the cabin is not spacious, there is ample room for a toilet, 2 berths and a stove. The cabin is reached through a gangway in the cockpit.



The 31 hp. Sheppard Diesel propulsion engine shown installed in a 32' Cape Cod Fisherman with engine hatch removed.

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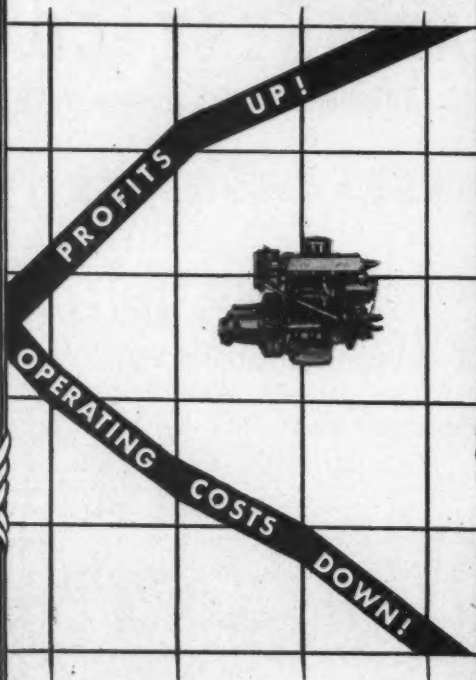
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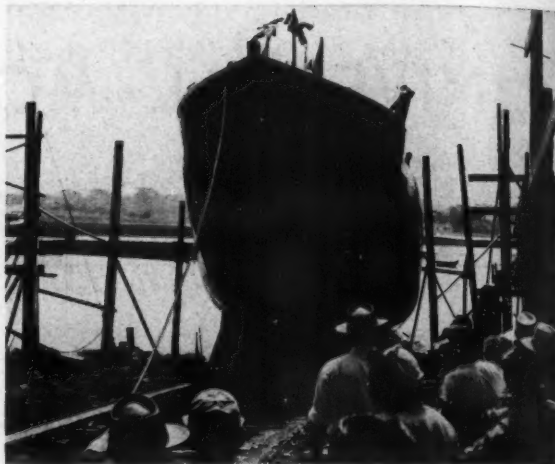
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The 100' dragger "Benjamin C." being launched at Arthur D. Story Shipyard, Inc., Essex, Mass. She is owned by Capt. Joseph Ciarametaro and Ben Curcuro of Gloucester, and will be powered by a 400 hp. Atlas Diesel.

Gloucester News

(Continued from page 21)

Capt. Johnnie Francis; Doris F. Amero, Capt. Nelson Amero; Edith L. Boudreau, Capt. David Ribeiro; Magellan, Capt. John Norte; Evelina M. Goulart, Capt. Manuel Carrice; Emma Marie, Capt. Herman Bouchie; Ruth & Margaret, Capt. Thomas Meagher; Gertrude De Costa, Capt. Byron Lee Parsons; Paolina, Capt. John Hackett; Lady of Good Voyage, Capt. Manuel Rocha; Jorgina Silveira, Capt. Alvaro Silveira; and Olivia Brown, Capt. John Fragata.

Firth Heads Mackerel Association

Capt. Lemuel R. Firth, owner of the seiner *Jean and Patricia*, recently was elected president of the newly formed Atlantic Mackerel Association, Inc. Other officers include Capt. Philip Curcuro, vice-president; and Capt. Benedetto Randazza, treasurer. The Board of Directors consists of Jerome Frontiero, Capt. Paul Scola, Capt. Frank Foote, Capt. Francisco P. Mineo, Capt. Philip Parisi, and the officers.

Changes in the Fleet

The Independent Fish Co. has purchased the *Kingbird*, formerly the dragger *Gov. Saltonstall*, from Capt. Thomas J. Benham. The vessel recently was returned by the Navy, and will be reconverted to dragging.

The Norfolk dragger *Isaac Fass*, Capt. Abraham Yetman, is fishing out of Gloucester for the first time this year. The craft landed 53,000 lbs., mostly redfish, at North Shore Fillet Co. on June 13.

The seiner *American Eagle* is changing over to dragging. New skipper of the craft is Capt. Johnny Piscitello of Gloucester.

High Redfish Price

The price paid for redfish was \$7.20 per 100 lbs. on June 25, when the *Eugene H.*, Capt. James N. Tucker, sold a trip for that price. The amount paid for redfish was higher than the price for haddock, which was 7c per pound. Redfish stayed around 7c per pound for the remainder of the month.

The *Killarney*, Capt. Albert Williams, brought in a good redfish trip on June 22, when she landed 170,000 lbs. of redfish and 20,000 lbs. of groundfish. Gross stock was approximately \$10,000.

Filming Fishing Industry

Transfilm, Inc., of New York City is filming a two-reel, sound motion picture in color which will carry the story of Gloucester to audiences throughout the United States and several nations overseas. Entitled "Men of Gloucester", the film is the second of a series of motion pictures sponsored by the Ford Motor Co., under the serial title "Americans at Home". The

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industry will be filmed from the fishing boat through the freezing process, and the City's scenic background will be covered.

Thomas J. Carroll Retires

Thomas J. Carroll, president of Gorton-Pew Fisheries Co., Ltd. for 21 years, retired recently. Mr. Carroll, who is known as the dean of Gloucester fisheries, has been associated with the waterfront for 67 years, and is considered one of the best informed men in the nation on the New England fisheries.

Frederick McG. Bundy has been elected president to succeed Mr. Carroll, who will now serve as an advisor to the Company.

Brooklyn Man's Fish Story Wins New Bedford Cordage Prize

Amateur fisherman and merchant mariner for 25 years, Dave Marlowe of Columbia Heights, Brooklyn, has proved himself a fish-story teller of good standing by becoming a winner in the current New Bedford Cordage Co. fish story contest.

Marlowe's prize-winning story concerns a tobacco-chewing fish, a cuspidor, and a baseball bat. Catching the fish was merely a matter of hitting him over the head when he came to the surface to spit, according to the story.

Marlowe is now planning on taking up commercial fishing as a livelihood as well as a basis for tall tales. He is at present awaiting his father, a British "square-rigger man", and his brother, who are going to team up with him as soon as they arrive from England. They plan to get several boats and go into business for themselves.

Marlowe is a fisherman in his own right. His own fishing ability used to keep his ship supplied with fresh fish for many days during his sea service. He says, "My hobby can be summed up in one word—fishing."

Judges from the New Bedford Cordage Co., 233 Broadway, New York 7, N. Y., picked Marlowe's story as the second monthly winner in a fish-story contest for men associated with the fishing industry.

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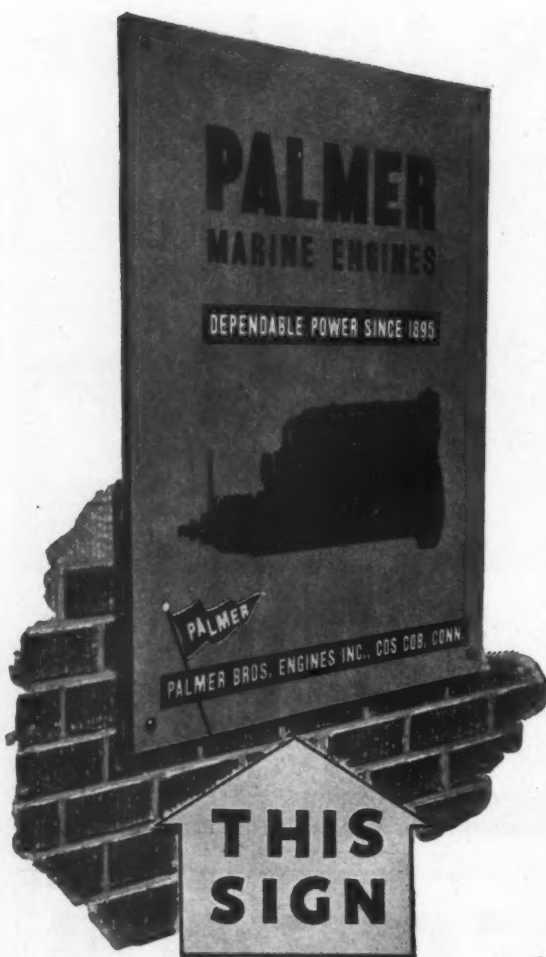
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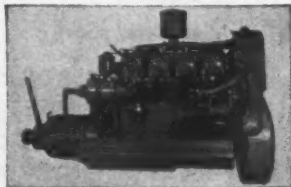
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Texas Marine Laboratory Location Is Chosen

The \$25,000 marine laboratory to be constructed by the University of Texas for the purpose of obtaining scientific and practical data on marine life and other pertinent topics will be located on an 11.2 acre tract of land near the site of the old Engineer's Docks at Port Aransas.

The location and construction of a marine laboratory by the Texas Game, Fish & Oyster Commission is contingent upon approval by the Attorney General of a lease submitted by the Aransas County Navigation District, which calls for an annual payment of \$1 for a 30-year period. If the lease is approved, the Commission's laboratory will be located at Rockport.

Improvements Will Aid Industry

Included in the Rivers and Harbors \$517,700,000 authorization bill passed the week of June 3 by the National House were funds for improving the Industrial and South channels at Port Isabel. All of the Port Isabel commercial fish houses are located on these Channels, and increasing the size and depth of them will permit the use of larger and deeper draft fishing vessels. Senate hearings are now in progress on the bill.

High Shrimp Price

Port Isabel shrimp dealers paid shrimpers 23c a pound for whole bull shrimp early in July, the highest price ever paid in local markets. Removing the head of the shrimp causes 40 to 45 percent waste, and thus dealers actually are paying more than 30c a pound for shrimp.

Bay shrimping has been poor this year, and boats have devoted only a few days to trawling since the season opened. Boats in the Aransas Pass area are devoting more time to two-day trips into the Gulf of Mexico, and vessels frequently return to port with 4 or 5 thousand lbs.

Shrimp production in the Galveston, Freeport and Sabine areas during June was approximately 818,000 lbs. The Port Lavaca area reported a catch of 370,860 lbs.

Association Holds Annual Election

The Texas Fish Association held its annual election of officers on June 6, and a round table discussion was held on the problems of the fishing industry. Guest speaker of the evening was W. B. McMillan, president of the State Association.

The following were elected to office: Bruce Derry, president; J. W. Watkins, vice-president; and V. V. Jenkins, treasurer.

New Marine Ways Operating

A marine boat ways on the east side of Conn Brown Harbor, at Aransas Pass, opened for business during June. The ways are operated by J. F. Sanders and Olin Newbury, and two additional sets will be put into operation in the near future.

Frank H. Anderson, naval architect and engineer, has made application to the U. S. Engineer at Galveston for permission to construct a shipyard and yacht basin south of Ingleside in Ingleside Cove.

Specifications filed call for a basin 455' by 700', dredged to a depth of 10' below mean low tide; and an approach channel 6,000' long paralleling Ingleside Point, 90' wide on the bottom and 10' deep.

Rockport Plant Expanding

Foundations have been laid at the Rockport Fish & Oyster Co. for a 60' x 20' wing. The new structure will be used for oyster shucking and crabmeat processing. Albert Collier is manager of the plant.

"Rosemary" Equipped with Depth Finder

The *Rosemary*, owned by the Burnell Fish Co., Port Isabel, recently was equipped with a Submarine Signal Co. Fathometer, the first to be installed on a Port Isabel deep sea fishing craft. The vessel is skippered by Capt. "Bogie" Burns, and also is furnished with a radio direction finder.

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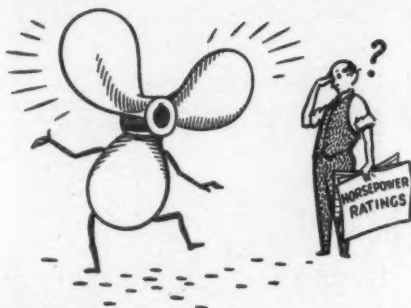
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New Bedford Landings—June

(Hailing fares. Figure after name indicates number of trips.)

Adele K. (3)	103,000	Liberty (2)	18,500
Adventurer (3)	75,400	Lt. Thomas Minor (3)	38,000
Alba V. (1)	8,000	Linnea (1)	4,000
Alert (4)	48,700	Little Lady (5)	28,800
Alice May (2)	12,200	Louise (3)	233,700
Aloha (3)	265,700	Madeline (4)	52,600
Alva (3)	21,000	Maria Julia (3)	32,500
Angeline (4)	21,000	Mary & Joan (2)	143,700
Anna (2)	13,500	Mary Grace (1)	66,300
Anna C. (1)	1,000	Mary J. Hayes (3)	257,200
Anna C. Perry (4)	92,300	Mary J. Landry (2)	36,600
Ann & Marie (5)	47,100	Mary Mullins (1)	45,400
Annie Louise (4)	76,900	Medric (4)	18,700
Annie M. Jackson (2)	15,000	Mildred & Myra (4)	48,700
Bernice (3)	22,000	Minnie V. (3)	76,700
Bessie (1)	9,200	Mishau (4)	20,000
Bethlehem (1)	4,000	Molly and Jane (3)	84,300
Bozo (2)	16,100	Molly N. (1)	5,000
Camden (1)	48,500	Moonglo (2)	55,500
Cape Ann (2)	115,200	Morning Star (1)	6,300
Carol & Dennis (2)	36,000	Nashawena (1)	6,000
Catherine T. (3)	230,000	Nellie (4)	44,700
Charles E. Beckman (3)	43,000	New Bedford (3)	89,000
Christina J. (1)	48,000	Newfoundland (1)	50,000
Clara T. (2)	13,000	Noah A. (4)	39,400
Connie F. (3)	117,000	Noreen (3)	222,000
Dautless (1)	12,300	Novelty (2)	9,500
Diana A. (2)	186,300	Palmer Island (3)	21,000
Dorothy (1)	5,000	Pauline H. (2)	122,000
Dorothy & Everett (1)	5,400	Pearl Harbor (3)	212,000
Driftwood (3)	17,900	Pelican (1)	51,000
Ebenezer (4)	29,600	Penguin (3)	120,000
Edith (4)	52,800	Phyllis J. (2)	24,700
Eleanor (2)	57,500	Polly N. (3)	12,800
Elenore K. (3)	28,100	Portugal (4)	63,500
Elva (3)	17,000	Priscilla (2)	20,000
Elva & Estelle (3)	128,000	Prt. Frank Kessler (4)	38,000
Endeavor (1)	3,000	Quest (2)	25,300
Etta K. (3)	56,000	Rita (1)	18,000
Eugene and Rose (3)	57,100	Ronald & Dorothy (1)	9,500
Eunice-Lilian (1)	53,000	Rose Marie (2)	11,500
Fairhaven (3)	199,100	Russell S. (4)	49,700
Fairweather (1)	16,000	R. W. Griffin, Jr. (2)	121,800
Felicia (1)	80,500	St. Ann (2)	58,000
Fred Henry (4)	28,600	St. Anthony (2)	11,500
Gannet (2)	161,400	Sandra & Jean (1)	18,700
Gay Head (1)	20,000	Sandra D. (1)	23,000
Gladys & Mary (3)	194,000	Sankaty Head (2)	16,400
Grayling (3)	23,700	Santa Maria (1)	50,000
Gull (1)	10,000	Santina (2)	19,200
H & H (4)	15,200	Sea Prince (4)	15,600
Harold & Bruce (1)	11,000	Serapha (3)	31,500
Heedia (2)	15,800	S. M. Murtosa (3)	40,000
Hilda Garston (2)	160,000	Solveig J. (1)	86,000
Hope (4)	103,300	Southern Cross (1)	14,400
Idlewild II (1)	6,800	Sunray (4)	16,500
Invader (2)	60,400	Theresa (2)	80,900
Irene & Walter (3)	26,300	Two Brothers (5)	32,700
Ivanhoe (3)	106,900	Venture I (2)	108,600
Janet Elise (1)	12,500	Viking (3)	45,900
J. Henry Smith (4)	25,600	Viking (Chilmark) (1)	8,300
Joan & Ursula (2)	93,000	Wamsutta (3)	196,000
Josephine & Mary (2)	118,000	Wanderer (5)	45,900
Junojas (3)	272,000	Whaler (2)	154,500
Kelbarsam (3)	56,600	William Chesebrough (2)	20,500
Kingfisher (3)	122,000		
Leonard A. (2)	6,900		

Scallop Dragger (Landings in Gallons)

Abram H. (1)	1,500	Louis Thebaud (2)	3,000
Acushnet (2)	3,000	Lubenray (3)	4,500
Agda (2)	3,000	Malvina B. (2)	2,300
Anna D. (1)	700	Margie & Pat (2)	3,000
Antonio (2)	2,500	Marie & Katherine (3)	4,300
Arnold (1)	1,050	Mary (1)	1,350
Arthur L. (2)	2,700	Mary Alice (1)	1,250
Barbara (1)	1,000	Mary Canas (1)	1,500
Bobby & Harvey (2)	3,000	Mary D'Eon (2)	3,000
Camden (1)	1,300	Mary Ellen (2)	1,900
Captain 1st (2)	2,600	Mary Tapper (1)	1,500
Carol & Estelle (2)	2,900	Mishau (1)	300
Catherine & Mary (2)	3,000	Moonlight (1)	700
Christina J. (1)	1,500	Muriel & Russell (2)	3,000
Dagny (2)	3,000	New Dawn (2)	3,000
Francis J. Manta (2)	2,200	Norseman (2)	3,000
Freddie & Matthew (2)	3,000	Olive M. Williams (2)	3,000
Friendship (2)	3,000	Palestine (1)	1,500
Friendship (New York) (2)	2,850	Ramona (1)	1,500
Gloria F. (2)	3,000	Sea Ranger (2)	3,000
Growler (2)	3,000	Shannon (1)	1,450
Gud Kay (1)	1,000	Sunapee (3)	4,300
Hazel S. (1)	700	The Friars (3)	1,250
Irene & Mabel (2)	2,100	Trio (1)	3,000
Janet & Jean (2)	3,000	Ursula M. Norton (2)	3,000
Liboria C. (1)	1,500	Virginia & Joan (2)	3,000
Linus S. Eldridge (2)	3,000	William Landry (2)	2,500

Swordfish Landings (Landings in Number of Fish)

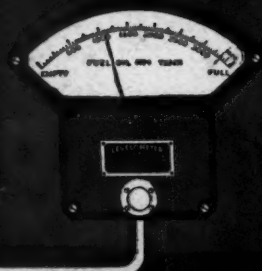
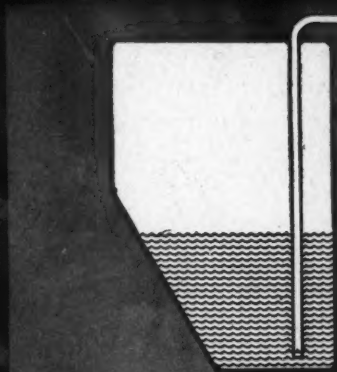
Etta K. (1)	1	Santina (1)	3
Russell S. (1)	1		

Cooper-Bessemer Issues Bulletins

Two new bulletins, issued by Cooper-Bessemer Corp., Mt. Vernon, Ohio, cover their type GS direct reversing Diesel with and without sailing-clutch. This vertical, four cycle, 6 or 8 cylinder marine unit is a re-design of type GN and has improvements which increase horsepower and efficiency in the 10½ x 13½ size.

BIGGER HAULS BIGGER PROFITS

with
Levelometer Tank Gauges



With rugged, dependable Levelometer gauges, specially designed for rigorous service at sea, to tell you exactly how much fuel you have left, you can spend more time at the fishing grounds. More time — more fish. More fish — more profits.

The Large Model Levelometer is simple to install since all that is required within the tank is a suitable length of $\frac{3}{4}$ inch pipe. When ordering specify height of tanks and kind of fuel used.

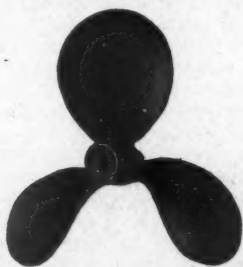
Other Liquidometer products include: Draft Gauges, Rudder Angle Indicators, and Float-Actuated Fuel and Water Level Gauges.

THE LIQUIDOMETER CORP.

Marine Division

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Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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ALWAYS GET HOME SAFELY

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BROTHER JOE of PROVINCETOWN

61' LOA-58' LWL-17'3", BEAM-7'6" DRAFT

Built for Captain Frank L. Reis

**WE HAVE THE EXPERIENCED HELP
THE EQUIPMENT
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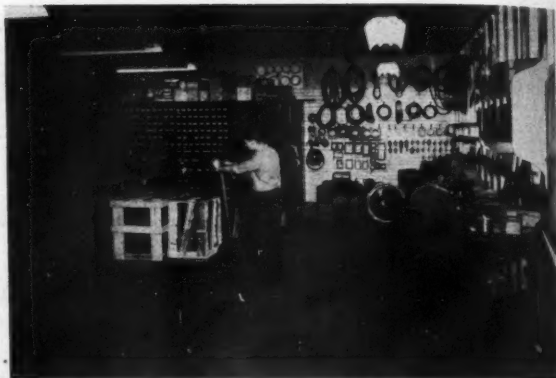


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Stock room of Wharf Machine & Electric Co., Boston.

Boston Firms Have New Quarters for Auxiliary Equipment Service

Diesel Engine Sales & Engineering Corp. and Wharf Machine & Electric Co., Inc. recently moved into larger quarters in their newly constructed Whesco Building at the Fish Pier, Boston 10, Mass. It is especially designed to provide modern facilities for the erection and servicing of Diesel auxiliary power units, electrical equipment and mechanical accessories. Officers of companies are Edwin Seaberg, H. B. Hebbard and A. Needel.

These concerns specialize in the building, sale and service of their "Deseco-Lister" marine auxiliary plants, which have been developed by Mr. Seaberg in conjunction with fishing vessel engineers and owners as a result of his 25 years' experience in meeting the requirements of the New England fishing industry. Mr. Hebbard's lifelong connection with "Lister" Diesel engines commenced with training in the factory and has been carried on through sales experience in different parts of the world.

The Deseco unit consists of a Lister-Blackstone Diesel engine direct connected to a steel shaft extension on which are mounted two heavy-duty Kinney clutches for separate control of a centrifugal "Marine Products" bilge pump and two-stage "Curtis" air compressor, the latter machine being available as a source of compressed air in event of failure of the supply normally derived from the main engine driven compressor. An "Imperial" Electric generator, which also is operated through a multi-V-belt drive, is placed on a fabricated steel cradle mounted over the clutch shaft, thus forming a complete Diesel Auxiliary unit which combines compactness with accessibility. These "Deseco-Lister" units are made in various sizes up to 4 cylinder, 40 hp., 25 kw. models, to meet the auxiliary power needs of all fishing vessels.

Other equipment assembled in the new plant includes "Deseco" electric fish hoists, clutch mounted centrifugal pumps for main engine drive, and electric control switchboards.

An inspection of the new plant will reveal the mechanical and electrical maintenance work performed for vessels as evidenced, for example, by the refinishing of a generator commutator set up in a 16" Axelson lathe, or the production on another lathe of a V belt pump sheave being made to overcome the present difficulties in obtaining such equipment from normal sources of supply. Complete, up-to-date shop facilities are available for all types of general machine work and Diesel engine repairs.

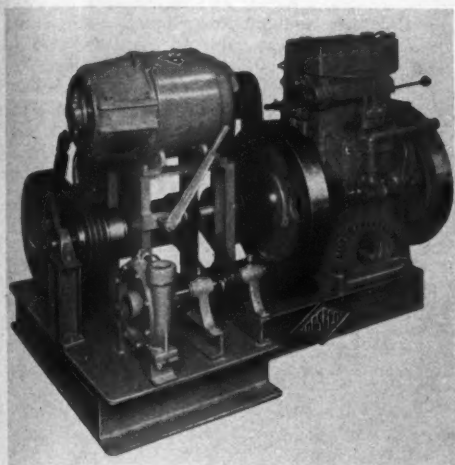
A separate section of the shop is devoted entirely to the testing and repairs of "American Bosch" fuel injection systems, which are used on many Diesel marine propulsion and auxiliary engines including "Lister-Blackstone". This Company was one of the first in the country to be appointed official service representatives of "American Bosch", a franchise that has been held for 12 years.

In the attractive display room there is a sectional model of 4 cycle, "Wisconsin" air cooled gasoline engine. This engine is used in fishing boats to drive fish hoists in cases where electric power is not available.

Also on display is another sectional model showing how the "Lister-Blackstone" patented dual combustion chamber is responsible for the ready start obtained from cold on these Diesels. It is so arranged that for starting, a lever on the side of the engine is depressed which closes off an auxiliary chamber, thus causing the air drawn in by the piston to be compressed into one

DESECO-LISTER DIESEL AUXILIARIES

as used in about 75% of the New England Fishing Fleet are now being built in and serviced from our larger and modern establishment



For specifications and prices, please apply to

DIESEL ENGINE SALES & ENGINEERING CORP.

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chamber. The resultant compression pressure of 600 lbs. per sq. inch and temperature of over 1000° is ideal for starting from cold. Once started, the outer lever is placed in normal operating position which opens the auxiliary combustion chamber and allows air to be compressed into two chambers, with the result that compression pressure is reduced to 450 lbs. Under this arrangement, high temperature for starting and a desirably low pressure for normal operation are provided.

One of the most important departments of the new establishment is the spare parts room where special attention is given to maintaining a complete stock to readily meet the emergency needs of boat owners. A full line of accessories for auxiliary and electrical equipment is carried.

Another room is devoted to the building of switchboards, and the repair of electrical appliances.

The entire plant is laid out scientifically and completely equipped with the latest tools and machinery to assure utmost efficiency and service to fishing boat operators.



Assembling "Deseco-Lister" auxiliary units in the new quarters of Diesel Engine Sales & Engineering Corp., Boston.



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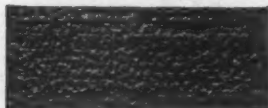


USE 'NOSKID'

With NOSKID Deck Paint, you apply safety to decks with a paintbrush. While it assures a firm footing on wet or dry decks to rubber boots, leather shoes, sneakers and bare feet, there are no sharp, cutting materials to cause personal discomfort or injury or undue wear of foot gear.

The surface of 'NOSKID' is not abrasive. The rubber-like pigment used will not pull out nor does it in any way impair the protective and water-proof qualities for which INTERNATIONAL Deck Paints are famous.

NOSKID Deck Paint is available in a range of deck colors. Send for color card.



Photograph of 'NOSKID' (unretouched) note the granular surface that will even grip a wet sneaker.



In contrast note the smooth surface of conventional deck paint. It is bound to be slippery.

'NOSKID' DECK PAINT

International Paint Company, Inc.



New York 6, N. Y. 21 West Street San Francisco 7, Calif. 901 Minnesota Street Montreal, Quebec 6700 Park Avenue Vancouver, B. C. 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT

New Brunswick Fish Catch Shows Value Increase

By C. A. Dixon

The value of fish landed during May in Southern New Brunswick, chiefly Charlotte and St. John Counties, amounted to \$429,260, or nearly double the value of the May, 1945 yield. Herring scales, which brought fishermen \$121,177, were largely responsible for the increased income. A total of 144,317 lbs. of scales were sold, and more than \$93,000 worth were exported through the customs port of Lord's Cove, Deer Island. During the first part of the month the scales sold for high prices, but later the price stabilized at approximately 40c a pound. Earlier in the season they sold for as much as \$3.75 a pound.

It was estimated that during the first six months of the year more than a quarter of a million dollars worth of scales were sold, chiefly in the Charlotte County area bordering on Maine. The latter part of June fishermen were receiving \$12.00 from scales produced from a single hogshead of fish. The scale business has become an important one and an attractive source of income for sardine fishermen.

Sardine landings showed an increase of 638 hogsheads during May, with the total yield amounting to 6,984 hogsheads, valued at \$113,810. East Charlotte led the various districts with 20,298 barrels, valued at \$67,803; while the Campobello-West Isles landings were 7,482 barrels, valued at \$24,420; and the West Charlotte catch amounted to 4,795 barrels, valued at \$15,824. Lesser quantities were caught in other sub-districts.

The May lobster catch totalled 3,548 hundredweights, valued at \$141,481, an increase of 927 hundredweights in production, and a jump of \$54,546 in value. Grand Manan fishermen caught the most lobsters, 2,274 hundredweights, valued at \$95,508. St. John County was next with 482 hundredweights, valued at \$16,870; followed by East Charlotte, 300 hundredweights, valued at \$10,500. The Grand Manan lobster catch was nearly double that of May, 1945, and the value was more than double.

Average price received for lobsters during May was \$41 per hundredweight, as compared to an average price of \$33 per hundredweight during May of last year.

New Clam Shucking Plants

Two clam shucking plants will be ready for operation soon in Southern New Brunswick. One is at Chamcook, to be known as Chamcook Sea Foods, Ltd., while the other is located at St. Andrews, and owned by G. J. Jarvis. The clams will be produced within a short distance of the processing plants, and will be shipped raw in metal containers to New England markets. The plants are expected to become a major factor in the fishing industry of the Chamcook and St. Andrews areas.

Re-establish Ferry Service

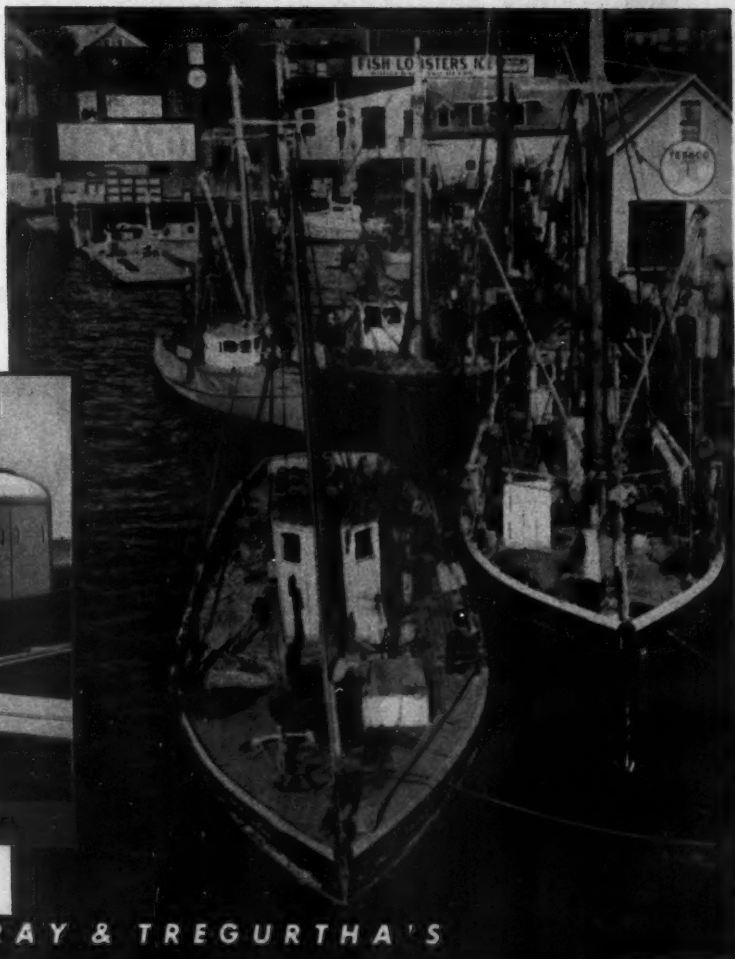
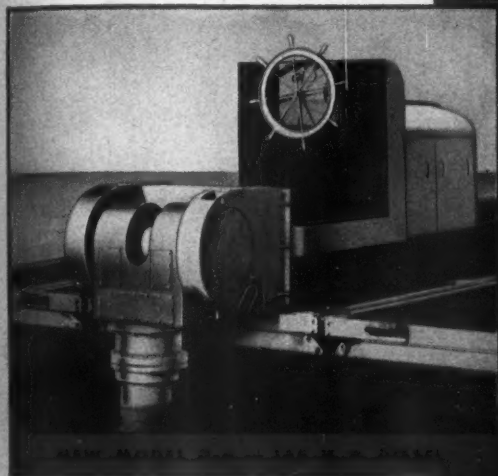
The recent re-establishment of an automobile and truck ferry service between Campobello and Lubec, Me. has facilitated the shipment of fresh fish from Wilson's Beach to New England markets. The ferry, which is sponsored jointly by the Campobello Island Board of Trade and the Lubec Chamber of Commerce was discontinued during the War years. Jackson Bros. of Wilson's Beach have resumed their export business as a result of the reopening of the ferry.

Grand Manan Gets New Boats

Two boats built by A. Theriault of Meteghan River, N. S. arrived at Grand Manan recently. One is the *Three Sisters*, owned by Capt. Verne Smith of Castalia, while the other is owned by Merrill Griffin of North Head. Griffin's boat is powered by a Chrysler marine engine, and has a capacity of 50 hogsheads.

Trawl Catches Have Been Spotty

Trawl fishing for haddock and cod was of a sporadic nature during June. Some days the boats from Campobello arrived in port with extra good fares, while other days only small landings were made. Pollock fishing has been poor and production will be considerably below that of 1945 unless a good Fall school arrives.



MURRAY & TREGURTHA'S
HARBORMASTER

Efficient, dependable power . . .

Commercial fishermen demand it **and get it** when they use heavy-duty "Harbormasters"...these rugged Units **deliver more thrust per horsepower in continuous performance** than any other conventional propelling and steering equipment. With a "Harbormaster" equipped craft you have the **tops in operating and maintenance efficiencies**

in shallow and deep water operations . . . **and** because of compactness your hold capacity is greatly increased. "Harbormaster" models for all phases of the fishing industry . . . 20 H. P. to 330 H. P., diesel or gasoline . . . are now available. Send today for complete details and applicabilities . . . the "Harbormaster" delivers efficient, dependable power!

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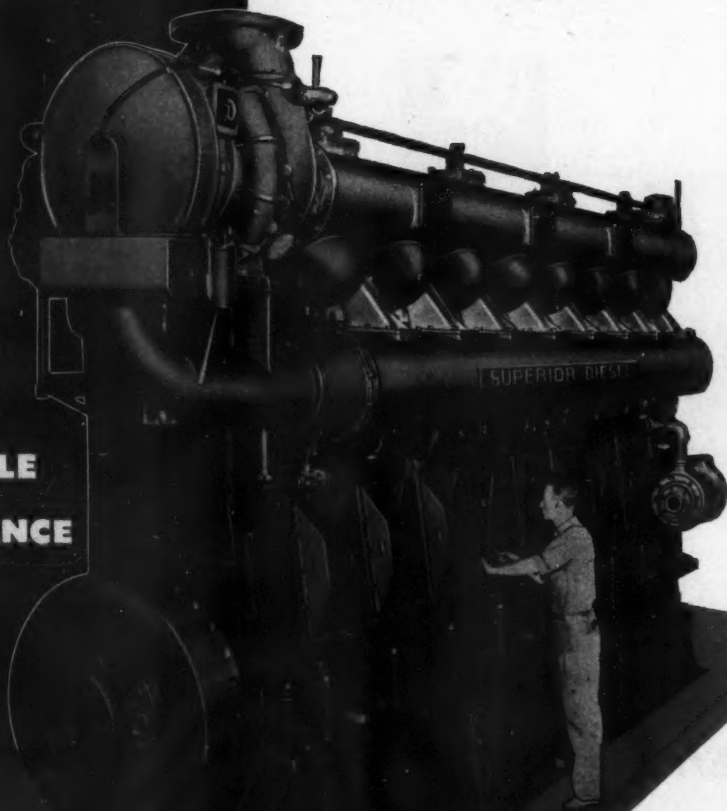
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Avocet

Babe S

Baby P

Baby R

Balila

Barbara

Beatrice

B. Este

Bethulia

Boaever

Californi

Calista

Capt. I

Carlann

Carlo S

Carmel

Carolyn

Casco

Caspian

Catherin

Catherin

Chebeas

Cigar J

Columb

Curlew

Dartmo

Dolphin

Donald

Doris F

Edith S

Edith L

Edna F

Eleanor

Eliza C

Emily R

Emily C

Etta M

Eugene

Eva M

Evelina

Falcon

Florence

Four Si

Frances

Frank E

Frankie

Gaetano

Gertrud

Glouces

G. N.

Golden

Gov. A

Helen I

Hilda

Holy F

Hunting

Immacu

Irma Pa

Irma Vi

Isaac F

Jackie

Jackie

Jackson

J. B. Ju

J. B. Ju

Jean &

Jennie

Jennie

Jeffre

Jorgina

Joseph

Joseph

Joseph

Joni II

Killarne

Lady of

Lera G

Loretha

Lina C

Little J

Little J

Lois T

Lou Sar

Tom

Jack

Detro

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Gloucester Landings — June

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (4)	48,000	Lucretia (8)	100,000
Alden (3)	165,000	Madame X (2)	14,500
Alicia (4)	191,500	Madeline (1)	10,000
Alvan T. Fuller (3)	329,000	Madonna (3)	72,000
America (4)	108,000	Magellan (2)	185,000
American Eagle (3)	150,000	Malolo (2)	220,000
Angie & Florence (4)	144,000	Manuel P. Domingos (2)	285,000
Anna Guarino (5)	75,000	Margie and Roy (7)	42,000
Annie II (3)	40,000	Marietta and Mary (2)	170,000
Antonina (4)	110,000	Marion and Alice (2)	252,000
Ariel (4)	69,000	Marsala (3)	198,000
Atlantic (3)	260,000	Mary (6)	82,000
Austin W. (3)	260,000	Mary A. (1)	76,000
Ave Maria (1)	98,000	Mary and Julia (1)	100,000
Avocet (1)	5,000	Mary Curtis (2)	257,000
Bebe Sears (3)	395,000	Mary E. (6)	78,000
Baby Paul (2)	174,000	Mary M. (3)	104,000
Baby Rose (3)	360,000	Mary Margaret (1)	5,000
Bella (2)	129,000	Mary Rose (3)	424,000
Barbara C. (3)	36,000	Mary W. (3)	114,000
Bessie & Rose (4)	91,000	M. C. Ballard (2)	240,000
B. Estelle Burke (2)	175,000	Mellena II (3)	51,000
Bethulia (6)	164,000	Mocking Bird (1)	130,000
Bonaventure (2)	367,000	Myrna Loy (2)	19,500
California (6)	271,000	Nancy F. (4)	182,000
Calista D. Morrill (1)	10,000	Naomi Bruce (12)	19,000
Capt. Drum (5)	141,000	Naomi Bruce II (11)	18,200
Carlansul (3)	82,000	Naomi Bruce III (4)	145,000
Carlo & Vince (5)	195,000	Natale B. (1)	20,000
Carmela Maria (2)	156,000	Natale III (1)	50,000
Caroline & Mary (1)	180,000	Njorth (1)	6,000
Casco (2)	31,500	No More (7)	86,000
Cayman (3)	291,000	North Sea (3)	275,000
Catherine (5)	4,700	North Star (5)	117,000
Catherine Amiraunt (2)	320,000	Nova Antonio (2)	10,000
Catherine B. (3)	231,500	Nyoda (4)	235,000
Catherine L. Brown (1)	180,000	Olga C. (2)	166,000
Chesapeake (4)	146,500	Olympia LaRosa (3)	208,000
Cigar Joe (1)	108,000	Paladin (1)	11,000
Columbia (2)	443,000	Paolina (1)	64,000
Curlew (1)	170,000	Philip & Grace (2)	283,000
Dartmouth (2)	248,000	Phyllis A. (8)	11,200
Dolphin (3)	300,000	Phyllis & Mary (2)	91,500
Donald & Johnnie (2)	35,000	Philgrim (2)	390,000
Doris F. Amero (1)	95,000	P. K. Husk (2)	260,000
Edith & Lilian (1)	217,000	Pollyanna (2)	260,000
Edith L. Boudreau (2)	237,000	Portugal (2)	131,500
Edea Fae (12)	26,500	Posidon (4)	67,000
Eleanor (7)	206,000	Providencea (1)	2,500
Eliza C. Riggs (7)	90,500	Puritan (2)	370,000
Emily Brown (2)	437,000	Rainbow (1)	125,000
Emily C. (1)	19,000	R. Eugene Ashley (2)	182,000
Era Mae (4)	21,000	Rita B. (3)	343,000
Eugene H. (3)	325,000	Roma (1)	5,000
Eva M. Martin (9)	92,000	Rosalie D. Morse (1)	118,000
Evelina M. Goulart (1)	100,000	Rose and Lucy (8)	338,000
Falcon (1)	28,000	Rosemarie (2)	60,000
Florence & Lee (2)	365,000	Rosemarie V. (2)	100,000
Four Sisters (5)	44,000	Rosemarie (1)	6,000
Frances R. (2)	95,000	Rosie and Gracie (5)	190,000
Frank F. Grinnell (5)	220,000	Rosie C. (7)	76,000
Frankie and Rose (1)	30,000	Rosie II (1)	22,000
Gastano S. (2)	309,000	Ruth and Margaret (1)	152,000
Gertrude E. (1)	14,000	Sacred Heart (4)	284,000
Gloucester (1)	115,000	St. Anthony (2)	281,000
G. N. Soffron (2)	175,000	St. Joseph (3)	122,000
Golden Eagle (2)	307,000	St. Peter (3)	258,000
Gov. Al Smith (3)	329,000	St. Peter II (3)	364,000
Helen M. (3)	137,000	St. Providencea (6)	86,000
Hilda (1)	5,000	St. Victoria (2)	249,000
Holy Family (2)	277,500	Salvatore (3)	236,000
Huastington Sanford (3)	64,000	Santa Maria (4)	165,000
Immaculate Conception (2)	24,000	Santo Antonio (5)	200,000
Ira Pauline (2)	108,000	Sea Hawk (2)	200,000
Ira Virginia (8)	98,000	Sea Queen (3)	254,000
Isaac Fass (2)	113,000	Sea Roamer (2)	235,000
Jackie B. (2)	33,000	Sebastiana & Figli (5)	88,000
Jackie B. (Maine) (2)	20,000	Sebastiana C. (4)	270,500
Jackson & Arthur (5)	47,500	Seraphina N. (3)	70,000
J. B. Junior (3)	121,000	Seraphina II (5)	167,000
J. B. Junior II (1)	28,000	South Sea (1)	75,000
Jess & Patricia (6)	189,000	Squantum (2)	183,000
Jennie & Julia (4)	107,000	Superior (2)	235,000
Jennie & Lucia (3)	219,000	Susie O. Carver (3)	41,000
Joffre (3)	450,000	Theresa M. Boudreau (2)	370,000
Jorgina Silveira (1)	55,000	Thos. J. Carroll (2)	266,000
Joseph & Lucia (2)	331,000	Three Sisters (5)	175,000
Josephine & Margaret (5)	202,000	Tina B. (2)	219,000
Josephine P. II (2)	162,000	Trimembral (6)	82,000
Joseph S. Mattos (2)	225,000	Two Pals (4)	49,000
Josie II (8)	76,000	Uncle Guy (4)	299,000
Killarney (2)	381,000	Uncle John (5)	184,000
Lady of Good Voyage (1)	125,000	V-E Day (2)	246,000
Lera G. (1)	26,000	Vince (1)	10,000
Lerucha (3)	363,000	Voyager (2)	129,000
Liza (3)	135,000	We Three (5)	110,000
Little Joe (1)	13,000	Whitestone (2)	146,000
Little Nancy (3)	229,000	Wind (1)	128,000
Lois T. (8)	13,800	Yankee (4)	149,000
Lou Sam (4)	33,500		

How THE DANFORTH ANCHOR WORKS

Pivoted, streamlined flukes are shaped to penetrate and also provide large areas for ploughing in and holding. The flukes are close together; they dig in as a single unit minimizing the erratic unbalancing forces present when flukes are farther apart, as in stockless anchors. The stock prevents rotation so that the Danforth remains stable during burial and thereafter. The stronger the pull the deeper it digs; it buries itself automatically to the depth necessary to hold any load placed upon it. • Tough, husky sea-going Danforths...three models in sizes for every task—at your dealers now.



Columbian

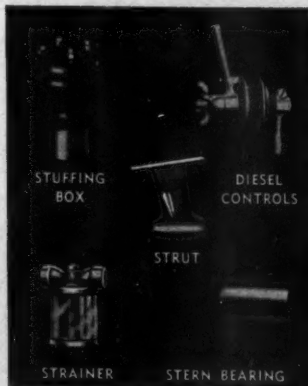
PROPELLERS AND FITTINGS
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Fishing Boats

Make sure of best
results. SPECIFY

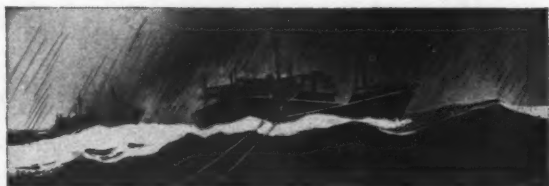
Columbian manganese bronze propellers machine ground pitch, and new metal bronze fittings — strong, dependable. Send for free catalog.

MENHADEN DIESEL
"W. Messick"
Reeville, Va.



Tom Gula Joins Kermath Staff

Jack G. Wilson, sales manager, Kermath Manufacturing Co., Detroit, Mich., announces the appointment of Tom Gula as assistant sales manager. Mr. Gula has been identified for several years with the marine engine business, having served in various sales and service executive capacities.



**BETHLEHEM
STEEL**

Bethanized
TRAWLER ROPE

stays on the job LONGER

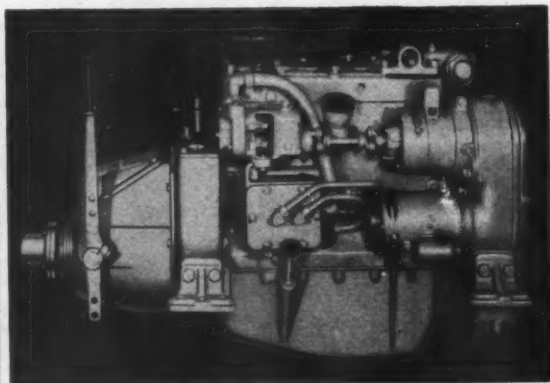
When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

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... think BETHLEHEM



Engines for Fishing Vessels Large and Small

Send for your copy of this free catalog. Covers gasoline engines 10-175 h.p., reduction gear ratios to 5:1, and power take-off. Many new features illustrated.

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GRAYMARINE

Carolina Shark Industry Revived

Leland and Leslie Day of McClellansville, S. C., who operate 4 boats, have revived the shark industry in that area. They catch from 20 to 30 sharks daily, ranging in length from 4 to 10'. Shark fishing is expected to reach its height during the shrimp season, as schools of sharks appear at that time to follow the shrimp boats.

The Day brothers utilize nearly every part of the shark. The livers are salted in drums and sold to a milk company which extracts vitamin A to enrich its product. The fins are soaked in brine, dried in the sun and sold to Orientals, who use them in the making of soup stock. The fresh meat is cut into steaks, and the hides are cured and sold as leather.

N. C. Commission Studying Shellfish

The fourth and last meeting of a special commission which is making a study of the cultivation and marketing of oysters and clams in North Carolina was held at Morehead City on June 18. The findings of the commission will be the basis for recommendations to be made to the Governor at the next General Assembly.

The commission consists of P. G. Midgett, chairman, Englehard; J. E. Edwards, secretary, Belhaven; R. A. Whorton, Bayboro; Joe Fulcher, Sneads Ferry; J. F. Howard, Hamstead; F. L. Formyduval, Wilmington; and W. S. Wells, Southport.

Shrimp Season Reopened

Instead of closing for the usual month, from June 15 to July 15, the North Carolina shrimp season was closed only four days during that period this year. The season was reopened on June 19 upon request by fishermen and dealers.

To Survey Oregon Inlet Channel

The House recently passed a resolution which calls for a survey of the proposed Oregon Inlet Channel. The area to be surveyed will be from Manteo to Oregon Inlet, with a view to providing a 12 to 15' channel through the ocean bar, and a 10 to 12' channel through the Inlet to Pamlico Sound via Davis Slough, Oldhouse Channel or other more suitable route.

Diamondbacks Planted in Gulrock Waters

The Fishery Biological Laboratory at Beaufort recently shipped 500 diamondback terrapins to R. G. Jolly, Gulrock, to be planted in and around Gulrock waters. This planting, together with those planted in Swan Quarter waters, is expected to greatly increase the supply of diamondbacks.

Monhegan, Plymouth of the Seas

(Continued from page 19)

veloped over control of fishing waters vested in the Plymouth colony through the Great Patent of 1620.

As a result of this controversy, according to Sabine, the fisheries declined and the number of vessels fell off to 150. At the same time Monhegan was discontinued as a trading station, while Pemaquid became the trading center for the Maine coast area by a later patent. Monhegan, along with Damariscove and Pemaquid, however, continues as a fishing station, frequented by ships from England and from the Massachusetts Bay and Plymouth colonies.

How the fisheries operated in those days was described in 1676 in an account of "The Maner of Catching and makinge drie fishe in New England" which stated: "In each boate goeth 3 men with fore sayles and mayn sayle in both 30 yards of Canvace 1 Roade of 60 fathoms. 4 oares made in the Countrey . . . Wee have 2 men A shoare to Spilt (split) and drie the fishe. A shore for each boate."

Demands for fish in Europe and the West Indies kept the fisheries active, despite the Plymouth controversy, which dragged through Parliament for five years, and a report on the period between 1631 and 1661 stated that at Monhegan there were "near" twenty fishing vessels, a number equalled only by Matinicus.

However, the center of events had moved to Massachusetts Bay by this time, and, as the Jenney work observed, "by the

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greater growth there taking place, that of the fishing isles of Maine was shadowed." Voyages to Maine consequently, were no longer recorded, and historical reference became spotty allusions to such dates as 1674, when Monhegan, after a period of relative unimportance, was again shown as the most prosperous settlement in the area.

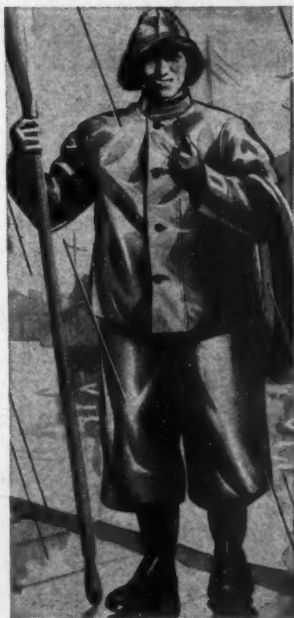
Capture of the fort at Pemaquid in 1689, during the long black-out of the Indian wars, brought another period of decline in which the whole area was abandoned and what has been referred to as Monhegan's "golden age" ended. As to the island's early contribution as a sort of Plymouth of the sea, the Jenney work stated:

"At first it had been a noted landmark for explorers, and a place of rendezvous for their small ships. Then it had been a noted and prosperous resort of fishermen from across the ocean, a trading station unequalled elsewhere, the succor of the infant settlement at Plymouth. Next, full of fishermen who had there their homes, it was the most prosperous of all settlements east of the Kennebec."

The French and Indian devastation changed all this, and, as a separate history, the next significant date for the island was in 1793, when the new roots of the present fishing community were established with settling of the Henry Trefethren, Josiah Starling, and Thomas Horn families on the island. From that time a new, industrious era opened; and, by 1850, the island was well-populated, was producing butter and cheese for the Portland market, and was building and launching staunch fishing schooners which sailed as far as the Grand Banks, the Gulf of St. Lawrence, and the Labrador.

During this period, while the larger romance of fishing had shifted to more celebrated ports, the island's harbor was filled with craft, flaking yards were busy, and Monhegan men even hunted the whale and the blackfish in small boats and tried out their oil over brick hearths along the colorful fish beach.

Today these broader rhythms of the sea are gone with the old era of sail, but the island—tracing some of its lineage back to the original Trefethrens, Starlings, and Horns,—is still an active fishery. The schooners are gone, and the distant fisheries, but lobstering, trawling, handlining, and seining for mackerel, herring, and pollock are mainstays.



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"LIGHTHOUSE" Brand rubberized clothing is built for your complete protection. This rubberized clothing is the new companion line to the world-famous Sawyer's "FROG" Brand oilskin clothing.

Note all these features: Rubberized for rough-and-tough wearing . . . Every seam double-stitched and water-proofed. . . . Inside storm - protecting fly-front. . . . Collar lined with corduroy. . . . Full oversize jacket. . . . Full

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Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities together with years of experience in repairing and reconditioning trawlers. Get in touch with one of these Bethlehem yards the next time you need trawler repairs.

BETHLEHEM STEEL COMPANY
Shipbuilding Division

ATLANTIC YARD SIMPSON YARD
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Boston Landings—June

(Hailing fares. Figure after name indicates number of trips.)

Acme (7)	90,000	Lillian & Anna S. (6)	77,710
Addie Mae (8)	110,800	Linta (4)	160,000
Adventure (1)	152,000	Lucky Star (2)	169,000
Alden (3)	93,000	Madonna (5)	165,000
Alphonso (6)	67,200	Maine (4)	592,800
America (5)	179,000	Maria del Soccorso (7)	81,200
American Eagle (5)	141,000	Maria Giuseppe (5)	19,500
Angie & Florence (1)	28,000	Maristella (2)	161,710
Annie (6)	63,700	Marjorie (7)	234,000
Annie & Josie (8)	97,800	Marjorie Parker (2)	122,000
Annie II (1)	10,700	Mary and Jennie (8)	100,900
Antonina (4)	189,000	Mary & Joseph (3)	122,000
Arlington (4)	696,200	Mary W. (5)	249,000
Atlantic (4)	379,000	Michael G. (1)	14,300
Ave Maria (8)	103,000	Nancy B. (3)	142,100
Avocet (2)	63,000	Naomi Bruce III (1)	50,000
Bay (3)	609,300	Natalie III (7)	317,000
Beatrice & Rose (3)	107,000	Neptune (4)	391,000
Belle (3)	303,000	Newton (2)	282,000
Belmont (1)	170,000	Nina B. (2)	197,000
Bethulia (3)	112,000	Njorth (2)	20,000
Billow (1)	24,700	North Star (3)	133,000
Breaker (1)	135,500	Ocean (1)	240,000
Breeze (1)	39,500	Ohio (3)	124,000
Brookline (2)	289,700	Olympia (6)	194,000
California (1)	35,000	Paolina (2)	1,000
Calm (1)	101,500	Plymouth (3)	346,400
Cambridge (3)	508,200	Poseidon (1)	19,000
Capt. Drum (2)	80,000	Princess (6)	81,500
Carlansul (1)	2,000	P. T. (3)	27,600
Carlo & Vince (2)	80,000	Quincy (3)	319,200
Charles M. Fauci, Jr. (1)	71,000	Red Jacket (3)	691,800
Charlotte M. (2)	129,000	Robert & Edwin (8)	110,500
Clarence B. Mitchell (2)	28,600	Roma (8)	102,800
Crest (1)	184,000	Rosemarie (5)	194,000
Curlew (1)	118,500	Rosemarie M. (3)	416,500
Delaware (2)	441,000	Rose Mary (4)	72,800
Dorchester (4)	489,000	Rosie (7)	113,400
Duff (1)	129,500	Rosine and Gracie (1)	33,000
Eddie & Lulu M. (8)	80,300	Rush (3)	528,500
Esther M. (3)	325,300	St. Michael Angelo (5)	15,500
Estrela (3)	447,000	Salvatore (5)	62,000
Ethel (7)	90,900	San Calogero (8)	108,500
Famiglia (7)	214,000	Santa Lucia (1)	11,400
Fannie F. Hickey (2)	28,000	Santa Maria (2)	63,000
Flying Cloud (2)	286,000	Santo Antonino (2)	75,000
4-G-673 (3)	8,500	Savoia (1)	4,700
Frank F. Grinnell (3)	147,000	Sea (2)	282,500
Frankie & Rose (3)	105,000	Seraphina N. (5)	239,000
Geraldine & Phyllis (3)	176,000	Seraphina II. (2)	73,000
G. N. Soffron (1)	67,000	Surge (1)	131,000
Hazel B. (2)	108,000	Texas (3)	283,500
Ida & Joseph (8)	284,000	Theresa R. (3)	170,500
Immaculate Conception (6)	154,000	Thomas D. (2)	140,500
Jackie B. (4)	167,000	Thomas Whalen (4)	405,200
Jackson & Arthur (1)	10,300	Tide (1)	150,000
J. B. Junior (1)	8,100	Triton (3)	323,500
J. B. Junior II (1)	19,700	Two Pals (4)	46,900
Jennie & Julia (1)	32,000	Venture II (3)	287,000
Jerry & Jimmy (1)	40,000	Wave (1)	215,000
Joe D'Ambrosio (3)	50,300	Weymouth (3)	385,000
Josephine & Margaret (2)	76,000	Wm. J. O'Brien (4)	425,200
Josie M. (7)	89,700	Winchester (3)	524,900
Kid Roberts (1)	2,600	Winthrop (3)	297,000
Lassgehn (6)	71,400	Yankee (2)	90,000
Leonarda (7)	91,000		

Scallop Dragger (Landings in Gallons)

Antonio (1)	1,500	Viking (2)	3,000
Liboria C. (1)	1,500		

Houser Managing Brighton Fish

Safeway Stores, Inc., Seattle, Wash., has announced the appointment of Charles E. Houser to the position of manager of the Brighton Fish Co., Division of Safeway Stores.

Mr. Houser's experience in the fish industry dates back to 1928; and for several years prior to joining Safeway, he was manager and secretary-treasurer of Bornstein-Houser Seafoods, Inc., Bellingham, Wash.

He was employed by Safeway in May, 1945 as manager of the Bellingham branch buying office of the Brighton Fish Co.

In his new capacity, Mr. Houser will be responsible for the operation of buying offices located at Seattle, Wash., and Gloucester, Mass., as well as additional branch buying offices which are being established for the procurement of fish and other seafoods.

Goodrich Booklet on Products

The B. F. Goodrich Co., Akron, Ohio, has issued a new 22 page, pocket-size booklet on its complete line of industrial rubber products. With illustrations on every page as well as information about the products, the booklet offers items for many varied industrial uses.

Included are fractional horsepower V-belts and sheaves, multi-V belts and sheaves, all types of hose and hose couplings, adhesives, packing, industrial clothing and other products.



Fred Mullino, owner of the "Kiaora."

A nice catch of barracuda

Bring In The Catch With Chrysler Marine Power

Mr. Mullino, of Ocean Park, California, bought the yacht "Kiaora" and converted her into a passenger fishing boat. She is 65 feet long with 16.5 foot beam and displaces 51 tons. Two Chrysler Crown Marine Engines give her a top speed of 15 knots and a cruising speed of 12½ knots.

"I've used almost every well-known type of Diesel or gas engine and the Chrysler is the most economical," says Mr. Mullino. "It is a rugged engine and can stand the fishing racket more than any other type. For two and one-half years these Chrysler Crowns have run the equivalent of 400,000 land miles, and

they have never even needed to be overhauled."

Fishermen everywhere depend on Chrysler Marine power to bring in the catch. Chrysler Marine Engines are designed, engineered and built exclusively for marine use. They are not assembled, not rebored or rebuilt engines. They are "Built To Live In The Water!"

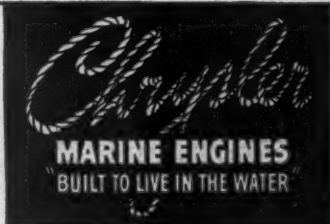
See your nearest Chrysler Marine Engine dealer for full information or mail coupon for catalog.

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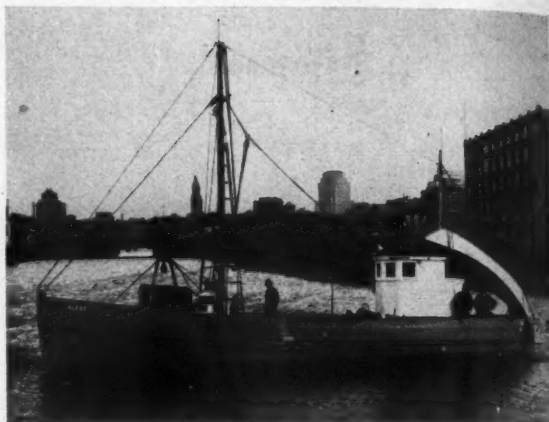
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The 50' dragger "Alert" leaving the East Cambridge dock of Cummins Diesel Engines of N. E. Inc., where she was re-powered by a HMR-603 Cummins Diesel with 3:1 Twin Disc reduction and reverse gear. She is owned by Douglas O. Greeke of East Boston, and is fishing out of New Bedford.

Fairhaven Harbor Development Study to Be Made

A \$3000 recess study soon will be launched to determine the advisability of embarking on a gigantic program for development of Fairhaven Harbor. At the same time, a recess investigation will be made of the need for construction of a bulkhead at Clarks Cove in New Bedford.

The original bill called for a \$2,000,000 Fairhaven improvement program, and included provisions for constructing docking facilities, bulkheads and storage terminal facilities, dredging and building of breakwaters.

Request Navigation Aids

Edmund J. O'Neil, business agent of the New Bedford Seafood Producers Association, and Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association, requested the following navigational aid improvements at a meeting with the Coast Guard at Boston on July 3: lighted whistle gas buoy at Great Rip near Davis Bank; outside buoy at Muskeget Channel; lighted buoy on the Cultivator; radio beacon on Nomansland; No. 1 and 3 buoys on Georges; and replacement of Rose and Crown marker and radio beacon at Butlers Flat.

Scallop Freed From Ledge

The 65' New Bedford scallop dragger *Carol and Estelle* was freed from Great Ledge, Woods Hole, by two Coast Guard craft on June 19. The vessel was returning from the fishing grounds with 1,500 gallons of sea scallops aboard when she went aground. Damage to the dragger was confined principally to her keel, and she returned to New Bedford under her own power.

Two Boats Change Hands

William Eldridge of New Bedford has sold the 94' *Harriet N. Eldridge* to Capt. Isaac C. Norton of Edgartown. Capt. Norton plans to rig the craft for scalloping. The vessel recently was returned by the Government, as was the *Julia Eleanor*.

The 48' dragger *J. Henry Smith* has been sold by Stanley Panek to Joseph J. Jablonski and Stanley Koczera.

High Price for First Swordfish

A 184 lb. swordfish caught by the *Russell S.* and first to be landed at New Bedford this season on June 24, sold for 90c per pound, the highest price on record.

Sandwich Harbor Appropriation

Governor Maurice J. Tobin signed a bill on June 12 which authorizes an appropriation of \$30,000 to begin dredging of Sandwich Harbor for the proposed harbor of refuge. If Government authorities approve the project, Federal funds will be available in July 1947.

S-N Heavy Duty Reverse & Reduction Gears

**For High Speed Diesels
up to 600 H.P.**

Built for heavy duty service, S-N Gears meet all demands of heavy duty, high speed diesels up to 600 H.P. S-N Gears have proved themselves in exacting Government service. They are widely used on the outstanding diesels of American manufacture.

S-N Gears transmit full speed and power in reverse, with 100% overload capacity clutches designed for the engine with which it is used. Low center of gravity is obtained by rotating the reduction gears about the center line of the crankshaft. Efficient performance is assured by self-lubricated bearings, herring-bone design, and elimination of heat when disengaged clutch surfaces pass at low speeds.

S-N Reverse and Reduction Gears are available in direct drive or reduction drive. The ratio may be quickly and easily changed.

Freight boat "Tahoe" at right — 65' by 15'-6", speed 12 knots — S-N Gears on high speed diesel.

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Manufacturers of S-N and JOES Famous Gears

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Catalog of Perko Products

Perkins Marine Lamp & Hardware Corp., 1943 Pitkin Ave., Brooklyn, N. Y., has issued a new catalog No. 110. Every item listed is illustrated and many carry a description and specifications, as well. The Corporation's products include running lights, searchlights, binnacles, steering wheels, stoves, gear pumps, air whistles, toilets, lavatories, brass and galvanized marine hardware and sheet metal specialties of every description for all types of boats. The catalog also shows Columbian propellers, Goodrich rubber bearings and Danforth and Northill anchors.

Vestal Presents New Germicide

Vestal Co., 4963 Manchester Ave., St. Louis, Mo., announces the introduction of Amerse, a new cationic germicide, to the fish and fish processing industry. Amerse comes in a concentrated liquid form, is odorless, tasteless, stable, and non-corrosive in use dilutions. It is useful for disinfecting, sanitizing and deodorizing containers, utensils, processing equipment, floors and walls. It is also useful for the algicidal treatment of water cooling systems. A simplified test kit is available to determine residual concentrations.

Cummins Distributes Catalog

Cummins Engine Co., Inc., Columbus, Ind., has brought out a new, 64-page general catalog of their products. Printed in four colors, this pocket-sized catalog gives detailed descriptions of five series of Cummins Diesel engines; Series H, HS, NH, NHS and L.

In each series, except the Series L, the Company manufactures a wide range of models designed specifically for automotive, industrial or marine use. The Series L Diesel is designed for industrial and marine use only. The five series of engines cover the power range from 84 to 275 hp.

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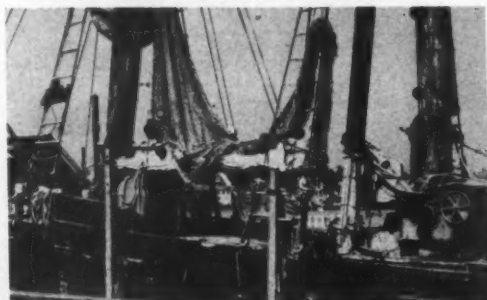
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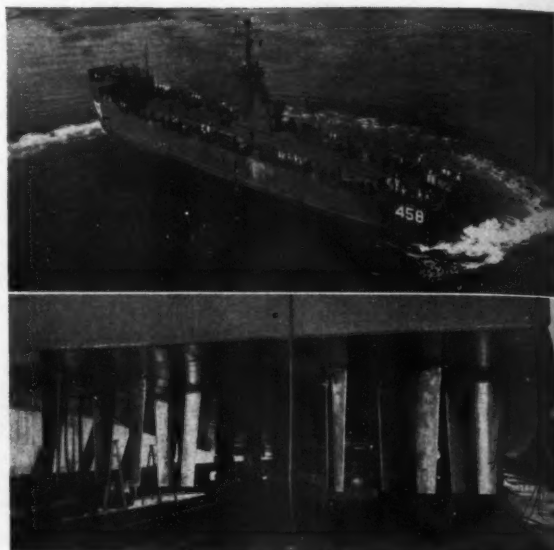
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- Tested to 200 Fathoms
- Welded Steel Construction
- Immediate Delivery
- List Price \$1.35

NEW ENGLAND TRAWLER EQUIPMENT CO.
Eastern Avenue, Chelsea, Mass.



The Navy LSM458, above, which is equipped with the new cycloidal propeller, completing a full 360° turn using the bow as a pivot. Below, the propellers installed in the LSM. Note the smooth bottom.

Cycloidal Propeller Proves Revolutionary Invention

Tests conducted last month on the Navy LSM 458 equipped with the revolutionary new cycloidal propeller opened a new age in marine navigation according to unofficial naval reports. Two Navy admirals described the feats of the 900-ton craft as "unbelievable" and "fantastic" during the test maneuvers held in Puget Sound near Bremerton, Wash.

The propeller, invented by Prof. Frederick K. Kirsten of the University of Washington, enabled the craft to execute hitherto impossible maneuvers. These included a merry-go-round turn in which the ship turned completely around on its own axis. The ship came to a dead stop from a speed of nearly 14.5 knots per hour in her own length in just a few seconds. The most bizarre effect of all was the "crab walk" executed by the ship through the use of the new propeller. In this demonstration, the ship stopped several feet from a wharf and then moved sideways into its berth.

The cycloidal propeller was designed and built by the Pacific Car and Foundry Co., Renton, Wash. and installed by the Everett Pacific Shipbuilding and Dry Dock Co., Everett, Wash. It was built under the supervision of Thor O. Henrikson, chief engineer of Pacific Car, with Kirsten as consulting engineer.

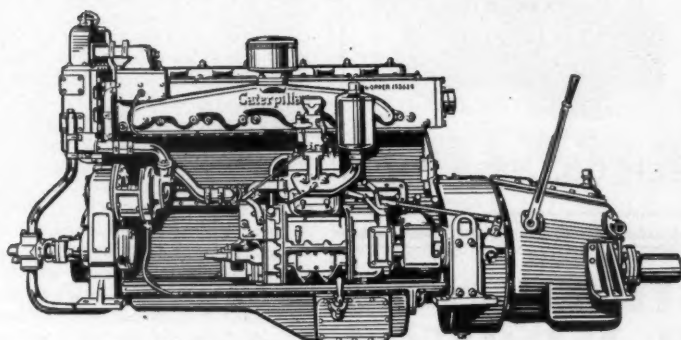
The new cycloidal propeller also achieves 25 per cent greater efficiency and is applicable on all types of ships. The cycloidal propeller consists of twin propellers equipped with six vertical blades, each of which revolves on its own axis, as the rotors revolve. These twin rotors, circular steel housings flush with the hull, are connected to the vessel's drive shaft with a right-angle, beveled gear drive. Although the propeller somewhat resembles an egg beater, the principle is wholly different in that the revolving blades push all the water in one direction, whereas an egg beater throws fluid in two directions.

The screw propeller and the cycloidal propeller are so widely different in physical form and in their functions that no reasonable comparison can be made. The screw's single function is to produce a sternward thrust which propels the ship. The cycloidal propeller, which also produces this thrust, incorporates in addition the function of the rudder with such dynamic power that the ship may undertake maneuvers which are unthinkable and impossible with rudder control. Tests have proven that under certain conditions the efficiency of the cycloidal propeller is superior to the efficiencies of the screw.

A screw installation includes many screw auxiliaries, such as the rudder, the skeg, the propeller hub and shaft together with the strut supports of the stern bearing. All these appendages

CATERPILLAR

THAT RELIABLE DIESEL



MODEL D13000 — 115 HORSEPOWER

For Information Call or Write

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass.

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Caterpillar Diesel Distributors for Massachusetts and Rhode Island

projecting from the hull into the water, and which are swept by the high velocity slip stream, constitute a hull drag which exceeds 10 percent of the total hull friction in many cases.

The use of a cycloidal propeller eliminates all this encumbrance and provides a clean, undisturbed flow along the hull bottom. The higher operating efficiencies are partly explained by the cleaner and smoother hull shape. Obviously the cost of the cycloidal ship hull is reduced by simpler construction.

The effectiveness of a rudder depends upon its speed in the water. The lower the ship speed, the less effective is the rudder control. Thus the rudder action is poor just when it is most needed, namely when the ship approaches a landing with its speed cut to a minimum.

Another source of annoyance in screw vessels is the vibration induced by the propellers. The periodic approach and recession of the propeller blade tips toward and away from the hull creates corresponding periodic load changes on the propeller blades and the hull plating, which cause the ship to vibrate. This characteristic is inherent in the screw and cannot be eliminated. The cycloidal blades, however, do not approach or recede from the hull as any point on a blade remains equidistant from the hull. This completely eliminates the vibration.

An important mechanical feature of the cycloidal propeller is the accessibility of its blades without drydocking the ship. A blade removal or replacement while the ship is afloat can be readily accomplished. Thus, if a blade or blades are damaged by flotsam or beaching, they may readily be replaced by spares. A cycloidal ship is operative in propulsion and control if all blades but one were swept away. A bent blade does not destroy its proper function but only decreases its effectiveness.

Viking Safety Alarm System

A new data sheet describing their safety control for boat engines has been issued by Viking Instruments, Inc., Stamford, Conn. Known as Safety Control Type W-1, the unit is an engine alarm system which gives warning if the lubricating oil drops below the operating pressure or the cooling water discharge temperature rises above the operating point.



Shown above are the Mustad-Limerick, the Mustad-Halibut and the Mustad-Gravitation. Made in all sizes.

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Dependable! That's the story in a nut shell. Stay-sharp in point. Stay-strong in bend and shank. Built for service. Ask any experienced fisherman.

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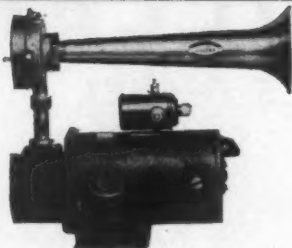
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WATER • AIR

All In One Compact
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ENGINE—8 h.p.

GENERATOR— $3\frac{1}{2}$ or 5
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AIR COMPRESSOR—11 or
20 c.f.m.

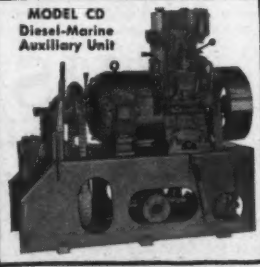
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WRITE FOR BULLETIN 151

LISTER-BLACKSTONE, INC.

801 W. Mitchell Street

MILWAUKEE 14, WISCONSIN U.S.A.

Vineyard's Run of Small Fish Is Good Omen

By J. C. Allen

Luck was varied inshore and off during June, which did not give an opportunity to fairly test out the effect of suspended price ceilings. As things laid, it was probably better for the sea-skimmers in some ways. For example, if weather conditions had been ideal and all hands had been able to land the maximum amount of fish, the market probably would have been glutted, and guard knows where the price would have gone.

All hands know that prices on some varieties of fish showed a drop following suspension of ceilings, but prices on a few varieties went up and have remained up. We wouldn't say that this is anything to get fretted over, but it is perplexing. For instance, why should the price of cod and haddock rise, and to a degree, the price of flounders; yet at the same time the price of lemon sole and fluke has dropped, and seems to continue to drop. All these varieties are filleted, and fluke and lemon sole are usually high-priced fish. Both are running lower now than they have for the past ten years, and there is no glut of the species. On the contrary, the supply seems to be below normal. It must mean, as we view it, that public demand is being guided to an extremely fine degree.

Scup Have Run Well

We have enjoyed a good run of scup in these bearings this Spring, and traps, hand-liners and draggers have all mopped up on 'em. Mackerel have run in all sizes and amounts, everywhere, but local catches have not been heavy. There is nothing to take them with hereabouts except a few sets of trap gear which are widely spaced.

The menhaden have struck on heavy, running right with the mackerel. Such a combination should lure the bonito, squeteague and various other species. It is a good omen, and reminiscent of older and better days.

"B & E" Gets Swordfish

As we pen this log, we have just had word by way of radio-telephone that the Woods Hole dragger *B & E*, 100 miles off Block Island, on the edge of the Gully, has 8 swordfish aboard. The *B & E* had been out 5 days when she reported, but had enjoyed ideal fishing conditions only one day. Under these circumstances the size of her catch indicated that there were quite a number of fish out there.

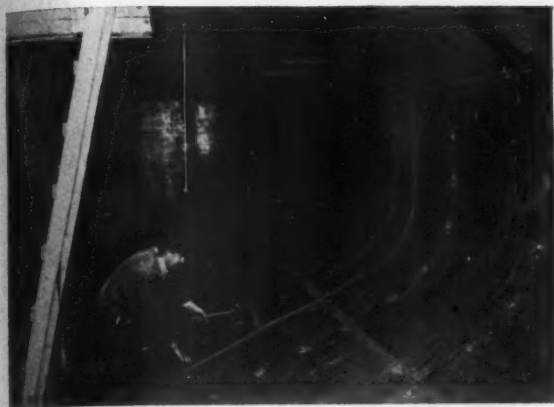
Cycles, Trends and Tendencies

We do not pretend to know a cussed thing about cycles, trends and tendencies as related to the movement of fish, but we never have doubted that they exist and we even have tried to figure them out to a degree. Right now we believe that something important is underway, but just what the devil it may be, we wouldn't know.

For the second year now we have had a good run of fluke, and when we refer to a good run, we are speaking of numbers. Striped bass have been showing up in gratifying numbers for several years; but again, with them, a certain angle is apparent for the second season running. The heft of these fish are small.

There are any amount of fluke so small that they would hardly make a sandwich. The majority of striped bass taken are small fish, not below the legal limit, maybe, but of generally small size. This Spring, or early Summer, the same thing became apparent with the blackbacked flounder, some of the gang reporting that they saved but 8 bushels of fish out of 32, heaving the rest overboard because they were so cussed small.

On the basis of what the old, old-timers used to say, this trend of which we speak should mean the very best of promises. For they always said that mixed fish in a run was good; big fish, altogether, was plumb bad; but a run of little fish meant good times ahead. We shall see. Maybe some of these old-timers didn't know as much as they thought they did.



Fish tank on the seiner "Cavalieri", recently converted to a combination tuna clipper-purse seiner at Master Builders Yard, Alameda, Cal. Mayari R plates, a product of Bethlehem Steel Co., were used to line the fish tank. Due to the higher strength of this corrosion-resisting steel, plates of lighter than usual gauges were used, thus attaining an appreciable reduction in dead weight tonnage.

Portland Landings—June

(Hailing fares. Figure after name indicates number of trips.)

Andarte (4)	306,000	Natalie B. (1)	16,000
Annie Louise (6)	40,000	Nautilus (2)	180,000
Arthur D. (3)	13,000	Nora D. Sawyer (3)	44,000
Carolyn & Priscilla (3)	196,000	Notre Dame (2)	88,000
Dorothy & Ethel II (2)	89,000	Onward (3)	29,000
Dorothy & Ethel III (4)	337,000	Onward III (1)	15,000
Elisor & Jean (3)	172,000	Richard J. Nunan (2)	211,000
Evaene (1)	120,000	St. Michale (4)	23,000
Fordham (2)	119,000	Santina D. (2)	96,000
Greyhound (2)	4,000	Vagabond (3)	243,000
Hornet (3)	101,000	Vandal (3)	173,000
Lawrence Scola (7)	212,000	Villanova (4)	211,000
Mary & Helen (4)	20,000	Willard Daggett (4)	131,000

New York Landings—June

Amelia (2)	160,000	Mandalay (2)	30,000
Catherine C. (1)	56,000	Mary Anne (2)	158,500
Felicia (1)	90,000	Virginia (2)	153,500
John G. Murley (2)	169,000	Whaling City (2)	112,000
Katie D. (2)	138,000		

Scallop Dragger (Landings in Gallons)

Anna S. (1)	1,500	Julia K. (1)	700
Buzz & Billy (2)	3,000	Mary (2)	3,650
Doris Gertrude (1)	1,500	Peerless (1)	900
Florence B. (2)	3,000	Rosalie F. (2)	3,000
Gud Kay (1)	1,500	S #31 (1)	900

Sperry Incandescent Searchlights

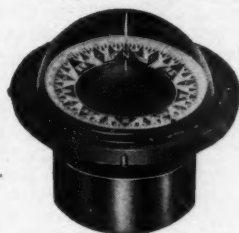
Sperry Incandescent Searchlights, manufactured by Sperry Gyroscope Co., Inc., Great Neck, N. Y., have been completely redesigned to improve their operating efficiency and appearance. Copper, brass, bronze and stainless steel, all non-magnetic materials, are used throughout. The mirror is a Bausch and Lomb parabolic glass reflector. The front lens is convex. The stray light shield is of the adjustable, conical type.

A feature of the new searchlight is its two-filament lamp which has a concentrated filament for spot lighting, and a second, spread filament for floodlighting. By means of a three-way switch, the operator may shift from spot to flood, or vice versa, instantly. A further advantage of the two-filament type of lamp is that if one of the filaments should burn out, the operator can switch over to the other.

Spot, pedestal and pilot house models are made in two sizes, 14" and 20". Both sizes of pilot house searchlight provide a choice of either low or high turntable, and as an aid to installation, they are available with a choice of three different ceiling heights, 7, 7½ and 8'. All pilot house searchlights have a water seal to prevent leakage around the control rod.

The pilot house type is operated in azimuth and elevation by a single lever, and secured in place by a single locking knob. Operation of the lever is natural and direct. Spot and pedestal searchlights are trained by handles on the sides of the drum and are secured by azimuth and elevation locking knobs.

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Sail or Motor

KELVIN & WILFRID O. WHITE CO.

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38 WATER STREET

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FISHERMEN! . . . AHoy!

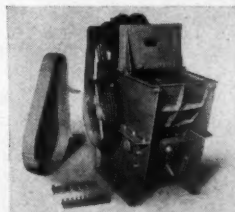
Have you seen the new "Ida L."? Keep a sharp lookout for "Our Gang", "Old Mystic" and other draggers now under construction in our yard, which will soon join the fishing fleet!

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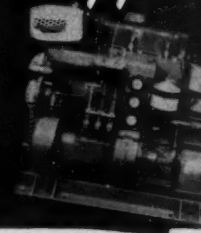
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Other models ranging from 8 to 62 H. P.

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Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

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*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

ANCHORS

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Willard Storage Battery Co., Cleveland, Ohio.

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*Columbian Rope Co., Auburn, N. Y.

*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

Plymouth Cordage Co., Plymouth, Mass.

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Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

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*Marine Department, Bendix Aviation Corp., 7551 Melrose Ave., Hollywood 46, Calif.

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

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*Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

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*Caterpillar Tractor Co., Peoria, Ill.

*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.

*Cooper-Bessemer Corp., Mount Vernon, O.

*Cummins Engine Co., Columbus, Ind.

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Joshua Hendy Iron Works, Sunnyvale, Calif.

*Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

*The Lathrop Engine Co., Mystic, Conn.

*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.

*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

*The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engines, Inc., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minnesota.

*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

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*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

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*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

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*Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

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*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

*Quincy Engine Co., 681-683 Southern Artery, Quincy, Mass.

*Southworth Machine Co., 30 Warren Ave., Portland, Me.

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PORTABLE LIGHTS

U-C Lite Mfg. Co., 11 E. Hubbard St., Chicago 11, Ill.

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*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

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 *Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 The Hallcrafters Co., 2611 S. Indiana Ave., Chicago, Ill.
 *Louis Posner Marine Radio, 263-65 Northern Ave., Fish Pier, Boston, Mass.

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 *Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 *Louis Posner Marine Radio, 263-65 Northern Ave., Fish Pier, Boston, Mass.
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 U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

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 John H. Mathis Co., Camden, N. J.
 *Newport Ship Yard, Inc., 379 Thames St., Newport, R. I.
 *Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
 *Southwest Boat Corp., Southwest Harbor, Me.
 *Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.
 Waldoboro Shipyard, Inc., Waldoboro, Me.
 Webber's Cove Boat Yard, East Blue Hill, Me.
 J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York.
 Wheeler Shipbuilding Corp., Ft. of 154th St. & East River, Whitestone, L. I., N. Y.

STEERING GEAR

- *The Edison Corp., 49-51 D St., South Boston, Mass.
 *Kirsten Pipe Co., 2925 Western Ave., Seattle 1, Wash.
 *Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

- *Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

- Dagle & MacMillan Co., 170 Border St., East Boston, Mass.
 *Hathaway Machinery Co., New Bedford, Mass.
 *New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

- *Bethlehem Steel Co., Bethlehem, Pa.

Late News

A RECORD CROAKER HAUL was made by Virginia fishermen in the Poquoson River on July 9. It was believed that the haul might reach 300,000 lbs. At an estimated price of between \$10 and \$11 per 100 lb. box, the value of the catch would be more than \$23,000.

The catch surpassed last year's biggest day's croaker landings of 250,000 lbs., also taken in July.

REMANNING OF COAST GUARD stations which have been inactive will get underway if the Auchincloss Bill passed by the House the week of July 8 is enacted. The bill provides for a million dollar appropriation to instigate the recruitment of sufficient Coast Guard personnel to adequately man all inlet Coast Guard stations on the Coast of Continental United States and the Great Lakes.

TWO 70' OYSTER DREDGERS for Bluepoints Co. were scheduled for a double launching on July 18 at General Seafoods recently acquired Snow Shipyard, Rockland, Me. The Company will hold open house for inspection of its new packing and freezing facilities in the former Underwood plant and will reveal plans for future expansion in Rockland. Several State officials will address the gathering.

FISHERIES RESEARCH VESSEL to be provided by converting the *Albatross III*, now at Woods Hole, Mass., will eventually become a reality. The Interior Department appropriations bill, as adopted recently by the House, includes \$25,000 for plans and specifications to convert and outfit the vessel, which means that actual operation of the craft will be postponed for another year.

QUICK-FREEZE PLANTS under construction in coastal areas include one at Eastport, Me., another at Newport News, Va., and a third at Biloxi, Miss. The Eastport plant is being built for Mac-Nichol Packing Co., and will contain a 100' x 50' holding room for frozen fish, while the freezing chambers will have a capacity of 1,000 lbs. per hour. When completed this Fall, the plant will have facilities for freezing and storing approximately 400,000 lbs. of fish.

Chesapeake Bay Frosted Foods Co., Newport News, is constructing a 40' x 110' building. The plant is the only one of its type on the Peninsula, and will have a capacity for quick-freezing 6,000 packages of fish per day, while storage facilities will be provided for two and one-half carloads of processed foods.

A \$100,000 quick-freeze plant is under construction at Biloxi, Miss., for the Biloxi Freezing Co. The plant will have facilities for freezing 50,000 lbs. of shrimp daily, a storage capacity of 750,000 lbs., and is expected to be in operation by November.

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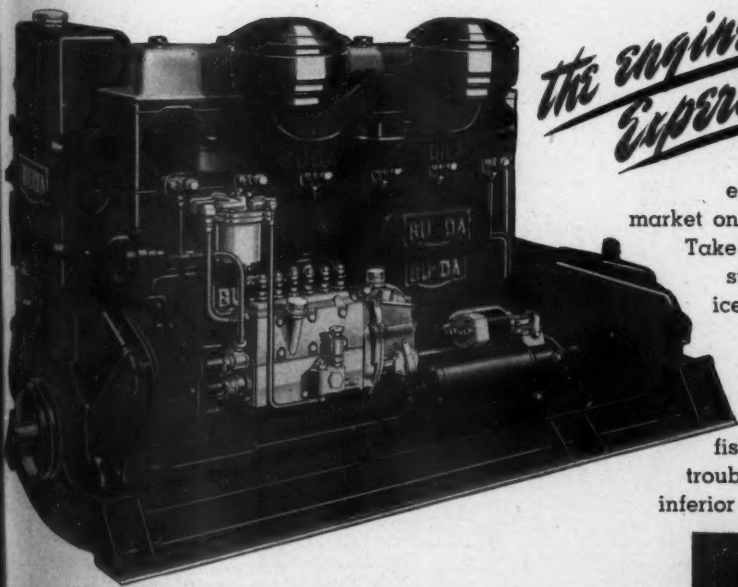
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